APPENDIX A:
APPROVED SCOPE FOR TRAFFIC STUDY

SCOPE FOR TRAFFIC STUDY

Project Name:	Duke Realty – Alabama St and Palmetto Ave High-Cube Transload and Short-Term Storage Warehouse

This Scope for Traffic Study acknowledges San Bernardino County Department of Public Works, Traffic Division requirements of traffic impact analysis for the project and is subject to change:

Project Address:	Northwest corner of Alabama Street and Palmetto Avenue		
Project Description:	1,200,000 Square Feet of High-Cube Transload and Short-Term Storage Warehouse		
City:	Unincorporated San Bernardino County, within the Donut Hole		
Project Buildout Year:	2020	**Ambient Growth Rate per Year:**	2%
Closest Intersection (Xtn) to the Project			
Xtn N/S Street Name:	Alabama Street		
Xtn E/W Street Name:	Palmetto Avenue		
Thomas Guide Pg+Grid:		**County Supervisorial District:**	

	Engineer	**Developer**
Company:	Albert A. Webb Associates	Duke Realty Corporation
Name:	Nancy Velgara	Adam Schmid
Address:	3788 McCray Street	300 Spectrum Center Drive, Suite 1450
City, State, Zip Code:	Riverside, CA, 92506	Irvine, CA, 91780
Phone #:	951.686.1070	949.797.7050
Fax #:		
Email:	Nancy.velgara@webbassociates.com	adam.schmid@duke realty.com

By:		**Reviewed By:**	
Print Name: Nancy Velgara	2/16/18	**Print Name:**	
Consultant/Developer's Representative	**Date**	**Traffic Divsion Representative**	**Date**

SCOPE FOR TRAFFIC STUDY

Project Name:	Duke Realty – Alabama St and Palmetto Ave High-Cube Transload and Short-Term Storage Warehouse

1. Traffic Distribution: Please insert or attach Figure(s) illustrating project trip distribution in percentages and volumes at the study intersections analyzed. See Attached Figure 1 – Figure 5.

2. Trip Credit: Exact amount of credit subject to approval by Traffic Division.

Transportation Demand Management (TDM)	No	
Existing Active Land Use	No	
Previous Land Use	No	
Internal Trip Reduction	No	
Pass-by Trip Reduction	No	

3. Related Projects: Consultant should check with Planning in the San Bernardino County Department of Land Use Services and planning departments of adjoining Cities. Documentation of the consultation from these agencies shall be included in the traffic study. Related projects list shall be submitted to Traffic Division for our review and approval before being incorporated in the study.

4. Freeway Analysis: The potential traffic impact on the following Freeway(s) must be considered.

_____

_____

_____

The applicant shall consult with the State of California Department of Transportation (Caltrans) to determine the California Environmental Quality Act levels of significance with regard to traffic impacts on Caltrans' freeway facilities. This consultation shall also include a determination of Caltrans requirements for the study of traffic impacts to its facilities and the mitigation of any such impacts. This analysis must follow the most current Caltrans' Guide for the Preparation of Traffic Impact Studies (December 2002) and can be obtained from http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tiguide.pdf. If Caltrans finds that the project has a significant impact on the freeway, Caltrans shall be requested to include the basis for this finding in their response. If fees are proposed to mitigate the freeway impact, Caltrans shall be requested to identify the specific project to which the fees will apply. These written comments from Caltrans shall be included with the traffic study and submitted to Public Works for review and approval. If a documented good faith effort is made to consult with Caltrans and written comments cannot be obtained from within a reasonable amount of time, an analysis of the freeway impact shall be made using HCM procedures. Appendix A of the SANBAG CMP outlines allowable modifications to these procedures. The SANBAG CMP can be viewed online at:
http://www.sanbag.ca.gov/planning/subr_congestion.html

SCOPE FOR TRAFFIC STUDY

Project Name:	Duke Realty – Alabama St and Palmetto Ave High-Cube Transload and Short-Term Storage Warehouse

5. Trip Generation - See attached Table 1-A, Table 1-B and Table 1-C

Trip Generation Rate(s) Source: ITE Trip Generation	**I – Institute of Transportation Engineers; S – San Diego Traffic Generators; C – County; O – Other: Passenger car / 2 axle / 3 axle / 4+ axle truck split from Truck Trip Generation Study by the City of Fontana, 2003.**	**Edition:**	10th

Land Use Code	**Land Use**	**Rate Based on**	**Qty**	***AVTE vs**	**ADT**	Weekday a.m. peak		Weekday p.m. peak		Weekend peak hour	
						In	Out	In	Out	In	Out
154	High-Cube Transload and Short-Term Storage Warehouse	**I+O**	1,200 TSF		2,202	97	29	46	112		

* - Average Vehicle Trip Ends.
For ITE Land Uses provide number and name of Land Use. e.g. LU 814 - Variety Store

Analysis Scenarios

1. Existing (2018) Traffic Conditions
2. Project Opening Year (2020) Plus Ambient Growth Traffic Conditions
3. Project Opening Year (2020) Plus Ambient Growth Plus Project Traffic Conditions
4. Project Opening Year (2020) Plus Ambient Traffic Plus Cumulative Projects Plus Project Traffic Conditions
5. Project Opening Year (2020) Plus Ambient Traffic Plus Cumulative Projects Plus Project Traffic Conditions with Mitigation (if required)
6. Build-out Year (2040) Plus Cumulative Projects Traffic Conditions
7. Build-out Year (2040) Plus Cumulative Projects Plus Project Traffic Conditions
8. Build-out Year with Ambient Traffic, Cumulative Project Traffic and Proposed Project Traffic Conditions with Mitigation (if required)

6. Study Intersections: At minimum, the study shall include the following intersections. The list is subject to change after related projects, trip generation and distribution are determined. Consultant should check with adjoining Cities regarding their requirements in addition to the following County/City intersections. Documentation of the consultation from these agencies shall be included in the traffic study.

See Figure Existing (2018) Traffic Conditions

SCOPE FOR TRAFFIC STUDY

Project Name:	Duke Realty – Alabama St and Palmetto Ave High-Cube Transload and Short-Term Storage Warehouse

Xtn #	% County	Thomas Guide Page+Grid	N⌉S/E⌋W Street Name	City	Signalized	CMP
1			California St. (NS) / I-10 WB Ramps (EW)	Caltrans	Yes	Yes
2			California St. (NS) / I-10 EB Ramps (EW)	Caltrans	Yes	Yes
3			Alabama St. (NS) / 5th St. (EW)	City of Highland	Yes	Yes
4			Alabama St. (NS) / 3rd St. (EW)	City of Highland	Yes	Yes
5	SB		Alabama St. (NS) / Dwy 5-River Bluff Ave. (EW)	Unincorporated/ Donut Hole	Yes	No
6	SB		Alabama St. (NS) / Palmetto Ave. (EW)	Unincorporated/ Donut Hole	Yes	No
7	SB		Alabama St. (NS) / San Bernardino Ave. (EW)	Unincorporated/ Donut Hole	Yes	Yes
8	SB		Alabama St. (NS) / Lugonia Ave. (EW)	Unincorporated/ Donut Hole/City of Redlands	Yes	No
9			Alabama St. (NS) / I-10 WB Ramps (EW)	Caltrans	Yes	No
10			Alabama St. (NS) / I-10 EB Ramps (EW)	Caltrans	Yes	No
11			SR-210 SB Ramps (NS) / 5th St. (EW)	Caltrans	Yes	No
12			SR-210 NB Ramps (NS) / 5th St. (EW)	Caltrans	Yes	
13			SR-210 SB Ramps (NS) / San Bernardino Ave. (EW)	Caltrans	Yes	No
14			SR-210 NB Ramps (NS) / San Bernardino Ave. (EW)	Caltrans	Yes	

SCOPE FOR TRAFFIC STUDY

Project Name:	Duke Realty – Alabama St and Palmetto Ave High-Cube Transload and Short-Term Storage Warehouse

15	SB		West Dwy 1 (NS) / Palmetto Ave. (EW)	Unincorporated/ Donut Hole	No	No
16	SB		West Dwy 2 (NS) / Palmetto Ave. (EW)	Unincorporated/ Donut Hole	No	No
17	SB		East Dwy 3 (NS) / Palmetto Ave. (EW)	Unincorporated/ Donut Hole	No	No
18	SB		Alabama St. (NS) / North Dwy 4 (EW)	Unincorporated/ Donut Hole	No	No
19	SB		Alabama St. (NS) / South Dwy 6 (EW)	Unincorporated/ Donut Hole	No	No

Cities/Agencies to be consulted: City of Redlands and City of Highland and Caltrans

7. Other:

Traffic counts may be conducted immediately per the following:
• Must be taken on Tuesdays, Wednesdays or Thursdays.
• Must exclude holidays, and the first weekdays before and after the holiday.
• Must be taken on days when local schools or colleges are in session.
• Must be taken on days of good weather, and avoid atypical conditions (e.g., road construction, detours, or major traffic incidents).
• Traffic counts used for other traffic studies in the area shall **NOT** be reused again, unless 25% of the counts conducted for that particular traffic study are validated with new counts. The difference in volumes between the old and new counts at each corresponding movement should not be more than 10%.
• New traffic counts shall be checked to ensure the difference in volumes at corresponding approaches, if applicable, between two adjacent intersections is no more than 10% unless the difference can be justified.
• For all proposed mitigation measures, a conceptual plan for the improvements shall be submitted to our Traffic Studies section for review and approval prior to the approval of the Traffic Impact Analysis. All proposed improvements shall be within the right-of-way.
• For all cumulative mitigation measures, a cost estimate for the improvement shall be submitted.

This analysis must follow the most current Traffic Impact Study Guidelines for the County as stated in the County's Road Planning and Design Standards.

8. Fees

The County charges on an actual cost basis for review of traffic studies. An initial deposit of $3400 is required at the time that a land use application is filed with the Department of Land Use Services If the review costs exceed the initial deposit, the applicant will be expected to provide additional funds and the review will be suspended until the additional funds are deposited.

9. Contact Information:

Please submit a signed copy of this scope for approval by the Traffic Division. Draft scopes may be sent electronically. Final scope with signature should be submitted in person or by US Mail to:

County of San Bernardino
Dept. of Public Works, Traffic Division
825 E. 3rd Street, Rm 115
San Bernardino, CA 92415-0835

Phone: 909-387-8186
Fax: 909-387-7809
Email: Anthony.Pham@dpw.sbcounty.gov

Attachments: Feedback from Neighboring Jurisdictions:

- City of Redlands
- City of Highland
- Caltrans

Table 1 – Trip Generation Rates
Table 2 – Trip Generation (non-PCE)
Table 3 – Trip Generation (in PCE)
Exhibit 1 – Directional Distribution for Project Traffic (Trucks)
Exhibit 2 – Directional Distribution for Project Traffic (Passenger Cars)
Exhibit 3 – Project AM Peak Hour and PM Peak Hour Intersection Volumes (Trucks Only)
Exhibit 4 – Project AM Peak Hour and PM Peak Hour Intersection Volumes (Passenger Cars Only)
Exhibit 5 – Project AM Peak Hour and PM Peak Hour Intersection Volumes (Trucks + Passenger Cars)
Exhibit 6 – Intersections and Roadway Segment Data to be Collected

Nancy Velgara

From: Johnson, Jeremy - DPW <Jeremy.Johnson@dpw.sbcounty.gov>
Sent: Wednesday, February 14, 2018 11:10 AM
To: Nancy Velgara
Cc: Pham, Anthony - DPW; Dilesh Sheth
Subject: RE: Duke - Alabama St and Palmetto Ave. Traffic Impact Study

Follow Up Flag: Follow up
Flag Status: Flagged

Nancy,

I spoke with Nancy at HKA. We have a consensus that 40% is acceptable at SR-210/5th St, 40% is acceptable at San Bernardino and SR-210; 15% is acceptable at California (to honor City of Redlands request), and the remaining 5% allocated to Alabama at I-10.

Does this help?

Jeremy Johnson
Department of Public Works
Phone: 909-387-8186
Fax: 909-387-7809
825 E. Third Street
San Bernardino, CA 92415

Our job is to create a county in which those who reside and invest can prosper and achieve well-being.
www.SBCounty.gov

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Nancy Velgara

From: Don Young <dyoung@cityofredlands.org>
Sent: Monday, February 12, 2018 7:52 PM
To: Nancy Velgara
Subject: RE: Alabama St and Palmetto Ave. Traffic Impact Analysis

Nancy

My only comment is in regards to trip distribution

I believe a good portion of the west bound I-10 traffic exiting the site will use Palmetto, Almond, and /or San Bernardino to access the 10 freeway at California in order to avoid the I-10/Alabama interchange (potentially 15%??)

Please send a copy of the traffic study and proposed mitigations/recommendations when you have completed the writeup.

Donald Young
Manager - One Stop Permit Center
City of Redlands
909-798-7585 x6
dyoung@cityofredlands.org

From: Nancy Velgara [mailto:nancy.velgara@webbassociates.com]
Sent: Monday, February 05, 2018 7:11 PM
To: Don Young; Aaron Flores
Cc: Brian Foote
Subject: Alabama St and Palmetto Ave. Traffic Impact Analysis

Hi Don,

Below is the link to proposed scoping agreement prepared for the Duke Realty High-Cube Warehouse for your review. Please let me know if you have any questions.

https://file.ac/5t_uJ7C2ekc/

thank you,

Nancy

Nancy Velgara, EIT - Assistant Engineer
Albert A. Webb Associates
3788 McCray Street, Riverside, CA 92506
t: 951.320.6081

Nancy Velgara

From: Nancy Holland <nancyc@hkagroup.com>
Sent: Tuesday, February 13, 2018 3:28 PM
To: Nancy Velgara
Cc: Ernest Wong; slatino@erscinc.com; jtuttle@erscinc.com
Subject: COMMERCIAL: RE: Duke - Alabama St and Palmetto Ave. Traffic Impact Study

Nancy,

Thank you for letting us know that 2040 LOS analyses will be completed on the intersections.

While we were on the phone, I recommended more truck trips be distributed north to SR-210 / 5th Street – Greenspot Road Interchange. You said that truck trips were being moved from Alabama / I-10 to California / I-10.

As half of the HKA staff lives east of the City of San Bernardino, we regularly see both of those interchanges backed up, even during non-peak hours. We do not think that most drivers will use either Alabama / I-10 or California / I-10.

We recommend that 60% of the truck traffic be distributed north to the SR-210 / 5th Street – Greenspot Road Interchange and that the intersections to be studied be changed accordingly as you will probably need to add Palm / 3rd, and the intersections at the SR-210 / 5th Street – Greenspot Road Interchange.

Please call if you have any questions.

Nancy J. Holland, PE, QSD
Hernandez, Kroone & Associates, Inc.
234 East Drake Drive
San Bernardino, CA 92408
(909) 884-3222
http://webdefence.global.blackspider.com/urlwrap/?q=AXicHcpBCsIwEAXQD95n2iDduFJwLYhuXMk0hLSaZuokdui1PKHQ7eNhh88TeGVA07rvIhVdaOIxeclVJZGXCebOl9v1dG9d51qHzNmvtIQUWflooe-5FPEj11C2P9Q6H5rGzGh4c1T5zpsDvwfwB1JCJZ4&Z

From: Nancy Velgara [mailto:nancy.velgara@webbassociates.com]
Sent: Monday, February 5, 2018 7:15 PM
To: jtuttle@erscinc.com
Cc: Nancy Holland <nancyc@hkagroup.com>; Tom Thornsley <tthornsley@cityofhighland.org>
Subject: RE: Duke - Alabama St and Palmetto Ave. Traffic Impact Study

Hi Jay,

Nancy Velgara

From: MATHEW, JACOB K@DOT <Jacob.MATHEW@dot.ca.gov>
Sent: Monday, February 12, 2018 9:41 AM
To: Nancy Velgara
Cc: Mark Roberts
Subject: Duke Realty High Cube Warehouse!

Hi,
Thank you for providing the California Department of Transportation (Caltrans) the opportunity to review and comment on the Scoping Agreement for Traffic Impact Analysis (TIA) for the Duke Realty High Cube Warehouse (Project), located at the northwest corner of Alabama Street and Palmetto Avenue in the County of San Bernardino. The project proposes a 1,200,000 square feet of high-cube transload and short-term storage warehouse. The presented scope appears to be appropriate and adequate, however the following comments to be considered:

1) The analysis should consider HCM 6 methodology.
2) The forecast data used in the TIA shall be based on the Southern California Association of Governments 2016 Regional Transportation Plan Model.
3) Fair share calculation methodology should be included in the TIA.
4) Include 5th Street/SR-210 for the intersection study.
5) Trip distribution is inconsistent with intersection bubbles. Please verify and revise.
6) Other special issues such as Truck Turns and Site Access Evaluation (if needed) should be addressed as part of the TIA.

If you have any questions regarding this email, please do not hesitate to contact us.

Jacob K. Mathew
Caltrans - District 8
IGR, Community & Regional Planning
909-806-3928

Click here to report this email as spam.

Table 1 – Trip Generation Rates

TRIP GENERATION RATES								
Land Use		AM Peak Hour			PM Peak Hour			Daily
	Units[1]	Total	In	Out	Total	In	Out	
High-Cube Transload and Short-Term Storage Warehouse	TSF	--	--	--	--	--	--	--
Trip Generation Rates[2]		0.080	0.062	0.018	0.100	0.028	0.072	1.40
PCE Inbound/Outbound Splits[3]		100%	77%	23%	100%	28%	72%	--

PASSENGER CAR EQUIVALENT RATES CALCULATIONS								
Land Use	Unit	AM Peak Hour			PM Peak Hour			Daily
		Total	In	Out	Total	In	Out	
Passenger Cars								
Recommended Mix (%)[4]		*79.57%*	*79.57%*	*79.57%*	*79.57%*	*79.57%*	*79.57%*	*79.57%*
PCE Factor[5]		*1.0*	*1.0*	*1.0*	*1.0*	*1.0*	*1.0*	*1.0*
PCE Rates		*0.064*	*0.049*	*0.015*	*0.080*	*0.022*	*0.057*	*1.114*
2-Axle Trucks								
Recommended Mix (%)[4]		*3.46%*	*3.46%*	*3.46%*	*3.46%*	*3.46%*	*3.46%*	*3.46%*
PCE Factor[5]		*1.5*	*1.5*	*1.5*	*1.5*	*1.5*	*1.5*	*1.5*
PCE Rates		*0.004*	*0.003*	*0.001*	*0.005*	*0.001*	*0.004*	*0.073*
3-Axle Trucks								
Recommended Mix (%)[4]		*4.64%*	*4.64%*	*4.64%*	*4.64%*	*4.64%*	*4.64%*	*4.64%*
PCE Factor[5]		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
PCE Rates		*0.008*	*0.006*	*0.002*	*0.009*	*0.003*	*0.007*	*0.130*
4-Axle Trucks								
Recommended Mix (%)[4]		*12.33%*	*12.33%*	*12.33%*	*12.33%*	*12.33%*	*12.33%*	*12.33%*
PCE Factor[5]		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
PCE Rates		*0.030*	*0.023*	*0.007*	*0.037*	*0.010*	*0.027*	*0.518*
Final Rates (PCE)								
Passenger Cars		*0.064*	*0.049*	*0.015*	*0.080*	*0.022*	*0.057*	*1.114*
Trucks (2 Axle)		*0.004*	*0.003*	*0.001*	*0.005*	*0.001*	*0.004*	*0.073*
Trucks (3 Axle)		*0.008*	*0.006*	*0.002*	*0.009*	*0.003*	*0.007*	*0.130*
Trucks (4+ Axle)		*0.030*	*0.023*	*0.007*	*0.037*	*0.010*	*0.027*	*0.518*

[1] TSF = 1,000 Square Feet Gross Floor Area.
[2] Average trip generation rates from Trip Generation Manual, ITE, 10th Edition (2017).
[3] Inbound/Outbound Splits per ITE Trip Generation, 10th Ed., 2017.
[4] Passenger car / 2 axle / 3 axle / 4+ axle truck split from Truck Trip Generation Study by the City of Fontana, 2003.
[5] PCE Factor per San Bernardino County CMP, 2005 Update are used.

Table 2 – Trip Generation (non-PCE)

Land Use	Qty	Unit	AM Peak Hour			PM Peak Hour			Daily
			Total	In	Out	Total	In	Out	
High-Cube Transload and Short-Term Storage Warehouse	1200	TSF							
Passenger Cars			*76*	*59*	*18*	*95*	*27*	*68*	*1,337*
Trucks (2 Axle)			*3*	*3*	*1*	*4*	*1*	*3*	*58*
Trucks (3 Axle)			*4*	*3*	*1*	*6*	*2*	*4*	*78*
Trucks (4+ Axle)			*12*	*9*	*3*	*15*	*4*	*11*	*207*
PROJECT TOTAL			96	74	22	120	34	86	1,680

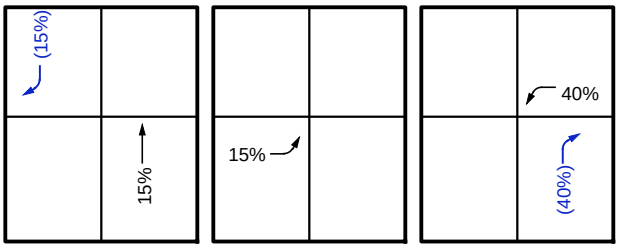
TSF = 1,000 Square Feet Gross Floor Area.

Table 3 – Trip Generation (in PCE)

Land Use	Qty	Unit	AM Peak Hour			PM Peak Hour			Daily
			Total	In	Out	Total	In	Out	
High-Cube Transload and Short-Term Storage Warehouse	1200	TSF							
Passenger Cars (PCE = 1.0)			*77*	*59*	*18*	*96*	*28*	*68*	*1,337*
Trucks (2 Axle, PCE = 1.5)			*5*	*4*	*1*	*6*	*2*	*4*	*87*
Trucks (3 Axle, PCE = 2.0)			*9*	*7*	*2*	*11*	*3*	*8*	*156*
Trucks (4+ Axle, PCE = 3.0)			*36*	*27*	*8*	*45*	*13*	*32*	*621*
PROJECT TOTAL (IN PCE)			127	97	29	158	46	112	2,202

TSF = 1,000 Square Feet Gross Floor Area.

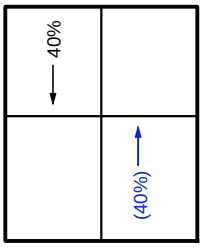
Exhibit 1 – Directional Distribution for Project Traffic (Trucks)



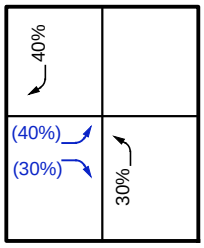
1. California St. (NS) / I-10 WB Ramps (EW)

2. California St. (NS) / I-10 EB Ramps (EW)

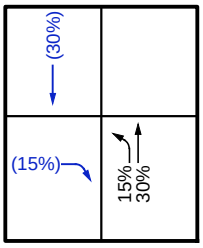
3. Alabama St. (NS) / 5th St. (EW)



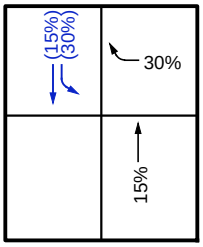
4. Alabama St. (NS) / 3rd St. (EW)



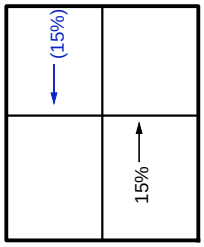
5. Alabama St. (NS) / Dwy 5-River Bluff Ave. (EW)



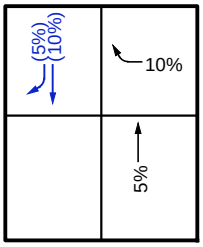
6. Alabama St. (NS) / Palmetto Ave. (EW)



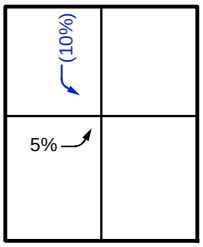
7. Alabama St. (NS) / San Bernardino Ave. (EW)



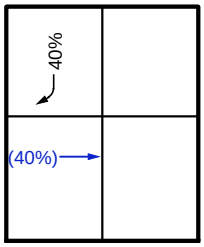
8. Alabama St. (NS) / Lugonia Ave. (EW)



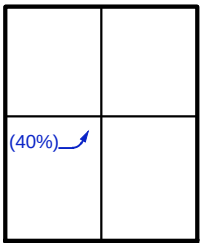
9. Alabama St. (NS) / I-10 WB Ramps (EW)



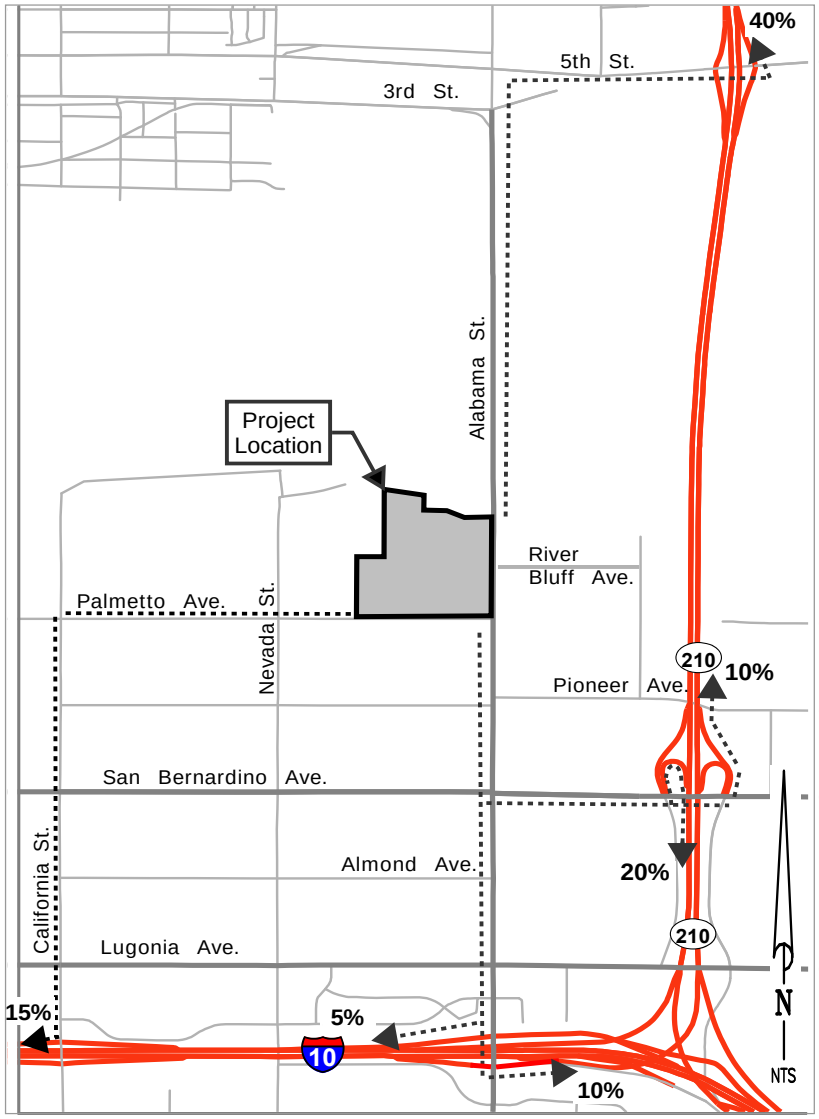
10. Alabama St. (NS) / I-10 EB Ramps (EW)



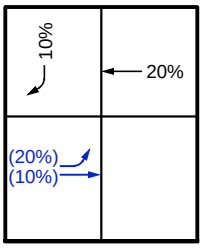
11. 5th St. (NS) / SR-210 SB Ramps (EW)



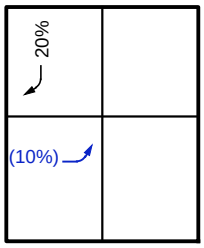
12. 5th St. (NS) / SR-210 SB Ramps (EW)



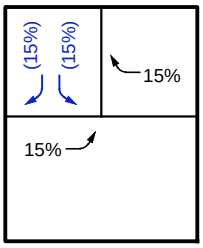
Project Directional Distribution
XX% (YY%) - Inbound% (Outbound%)



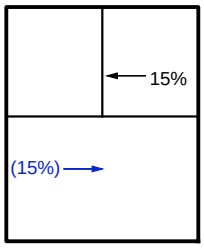
13. SR-210 SB Ramps (NS) / San Bernardino Ave. (EW)



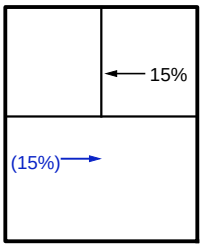
14. SR-210 NB Ramps (NS) / San Bernardino Ave. (EW)



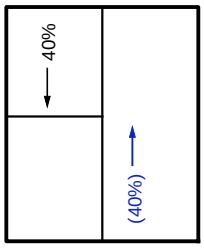
15. West Dwy 1 (NS) / Palmetto Ave. (EW)



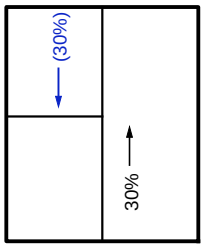
16. West Dwy 2 (NS) / Palmetto Ave. (EW)



17. East Dwy 3 (NS) / Palmetto Ave. (EW)

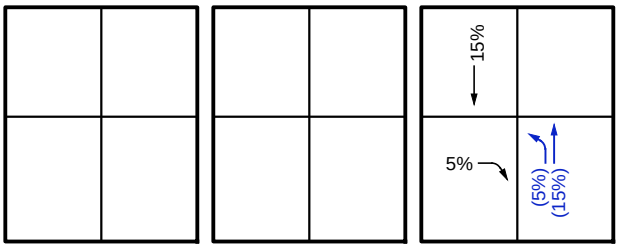


18. Alabama St. (NS) / North Dwy 4 (EW)

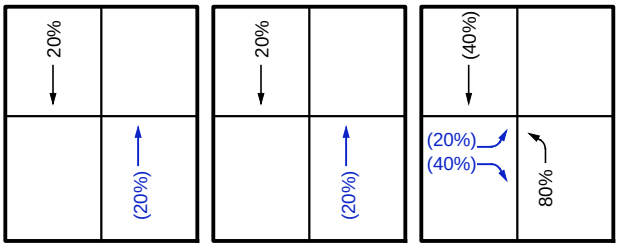


19. Alabama St. (NS) / South Dwy 6 (EW)

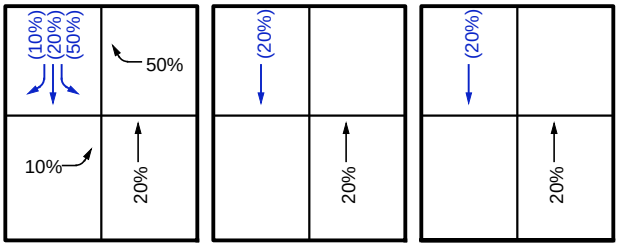
Exhibit 2 – Directional Distribution for Project Traffic (Passenger Cars)



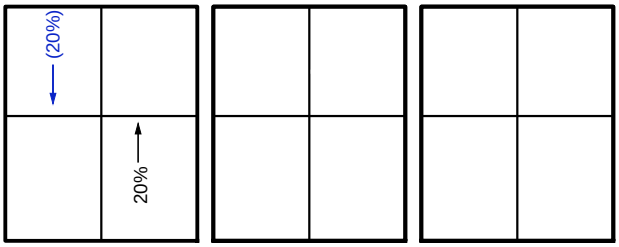
1. California St. (NS) / I-10 WB Ramps (EW)
2. California St. (NS) / I-10 EB Ramps (EW)
3. Alabama St. (NS) / 5th St. (EW)



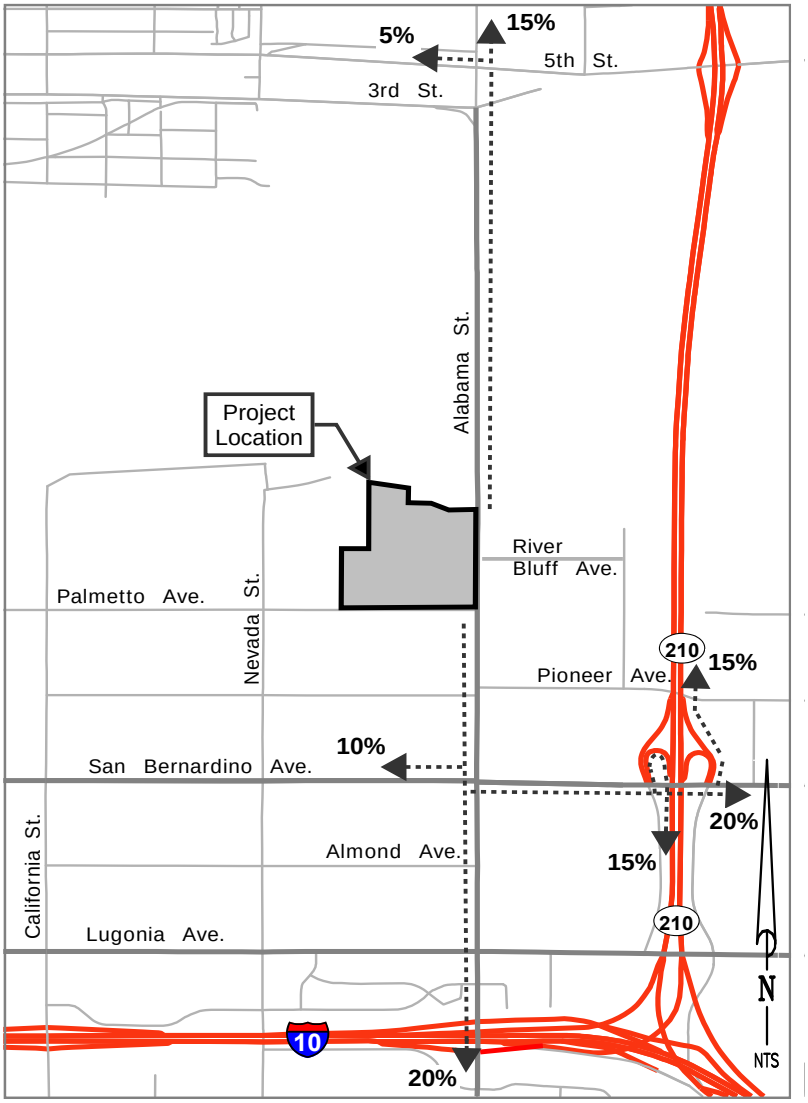
4. Alabama St. (NS) / 3rd St. (EW)
5. Alabama St. (NS) / Dwy 5-River Bluff Ave. (EW)
6. Alabama St. (NS) / Palmetto Ave. (EW)



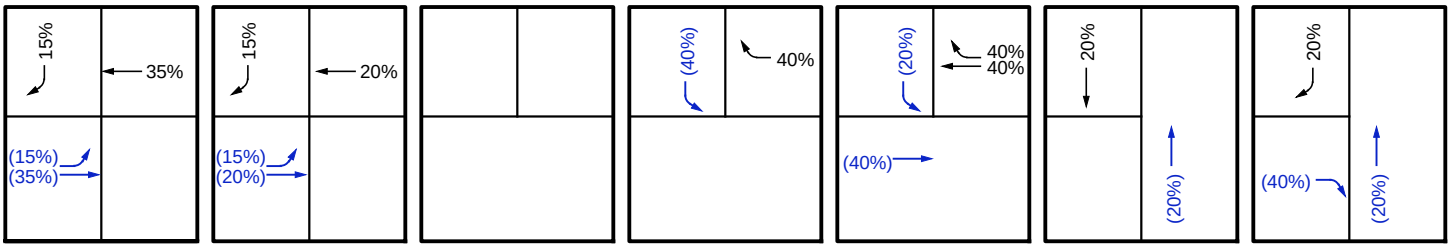
7. Alabama St. (NS) / San Bernardino Ave. (EW)
8. Alabama St. (NS) / Lugonia Ave. (EW)
9. Alabama St. (NS) / I-10 WB Ramps (EW)



10. Alabama St. (NS) / I-10 EB Ramps (EW)
11. 5th St. (NS) / SR-210 SB Ramps (EW)
12. 5th St. (NS) / SR-210 SB Ramps (EW)

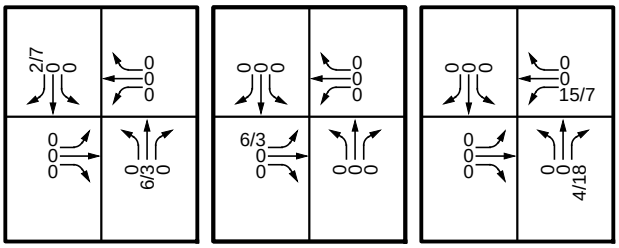


Project Directional Distribution
XX% (YY%) - Inbound% (Outbound%)



13. SR-210 SB Ramps (NS) / San Bernardino Ave. (EW)
14. SR-210 NB Ramps (NS) / San Bernardino Ave. (EW)
15. West Dwy 1 (NS) / Palmetto Ave. (EW)
16. West Dwy 2 (NS) / Palmetto Ave. (EW)
17. East Dwy 3 (NS) / Palmetto Ave. (EW)
18. Alabama St. (NS) / North Dwy 4 (EW)
19. Alabama St. (NS) / South Dwy 6 (EW)

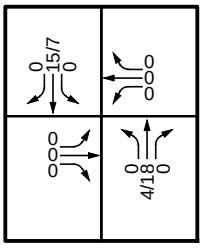
Exhibit 3 – Project AM Peak Hour and PM Peak Hour Intersection Volumes (Trucks Only)



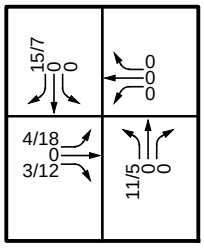
1. California St. (NS) / I-10 WB Ramps (EW)

2. California St. (NS) / I-10 EB Ramps (EW)

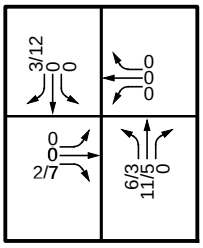
3. Alabama St. (NS) / 5th St. (EW)



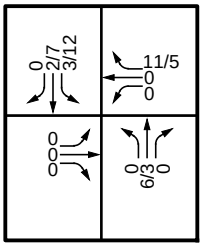
4. Alabama St. (NS) / 3rd St. (EW)



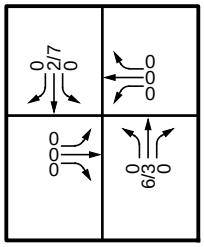
5. Alabama St. (NS) / Dwy 5-River Bluff Ave. (EW)



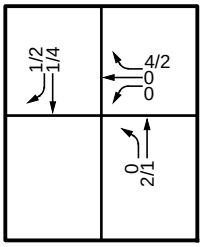
6. Alabama St. (NS) / Palmetto Ave. (EW)



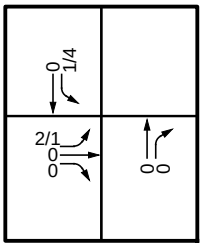
7. Alabama St. (NS) / San Bernardino Ave. (EW)



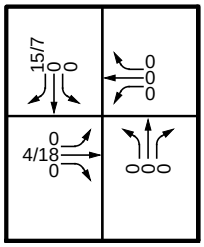
8. Alabama St. (NS) / Lugonia Ave. (EW)



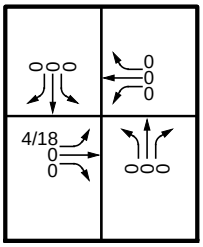
9. Alabama St. (NS) / I-10 WB Ramps (EW)



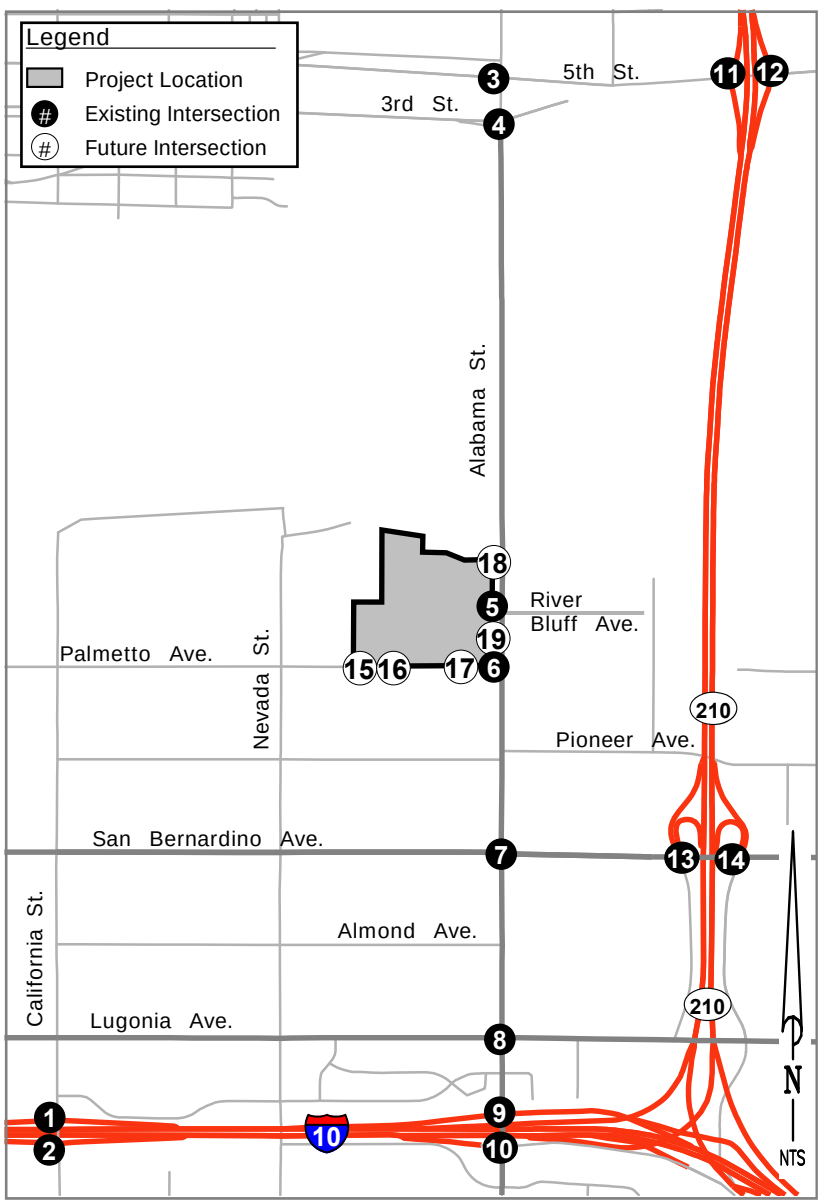
10. Alabama St. (NS) / I-10 EB Ramps (EW)

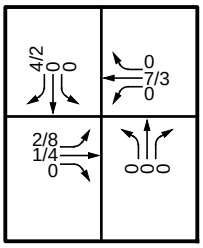


11. 5th St. (NS) / SR-210 SB Ramps (EW)

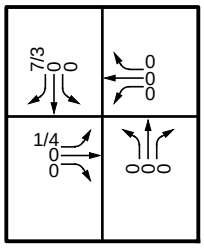


12. 5th St. (NS) / SR-210 SB Ramps (EW)

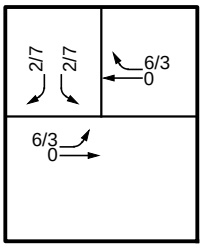




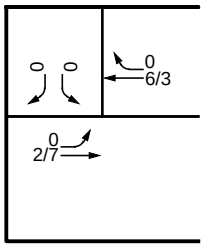
13. SR-210 SB Ramps (NS)/ San Bernardino Ave. (EW)



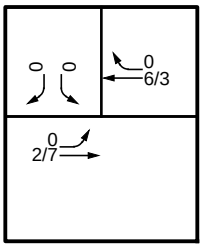
14. SR-210 NB Ramps (NS) / San Bernardino Ave. (EW)



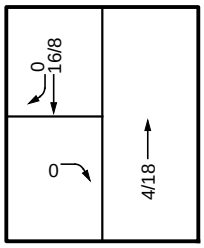
15. West Dwy 1 (NS) / Palmetto Ave. (EW)



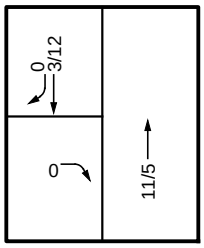
16. West Dwy 2 (NS) / Palmetto Ave. (EW)



17. East Dwy 3 (NS) / Palmetto Ave. (EW)

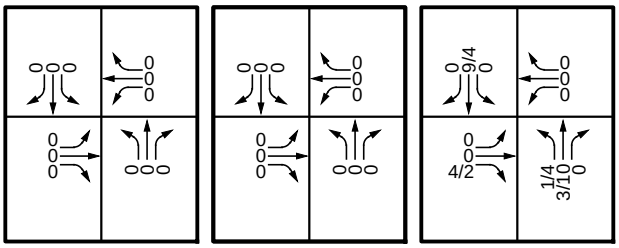


18. Alabama St. (NS) / North Dwy 4 (EW)

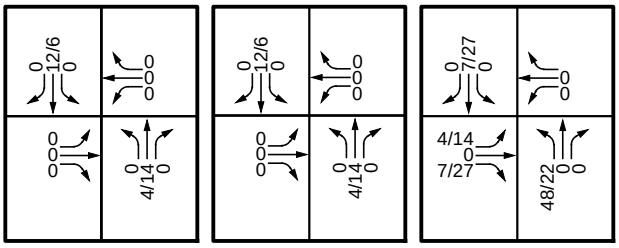


19. Alabama St. (NS) / South Dwy 6 (EW)

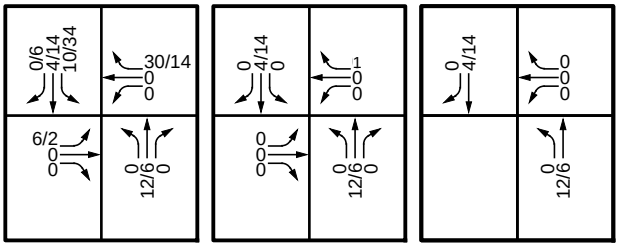
Exhibit 4 – Project AM Peak Hour and PM Peak Hour Intersection Volumes (Passenger Cars Only)



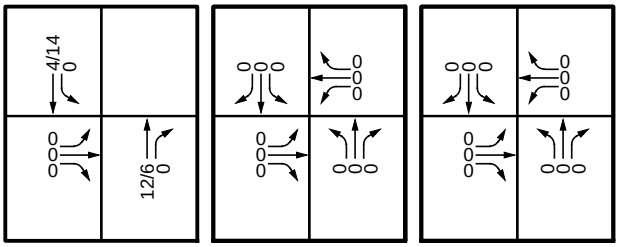
1. California St. (NS) / I-10 WB Ramps (EW)
2. California St. (NS) / I-10 EB Ramps (EW)
3. Alabama St. (NS) / 5th St. (EW)



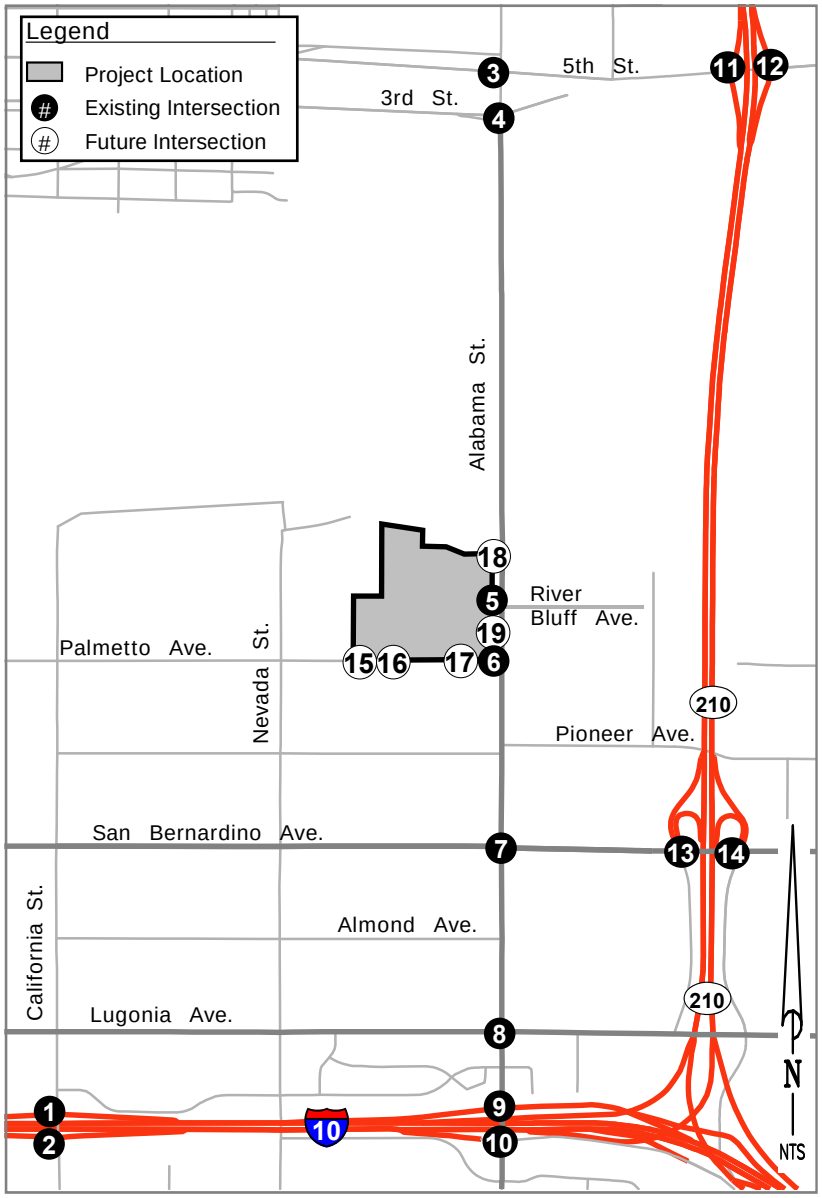
4. Alabama St. (NS) / 3rd St. (EW)
5. Alabama St. (NS) / Dwy 5-River Bluff Ave. (EW)
6. Alabama St. (NS) / Palmetto Ave. (EW)

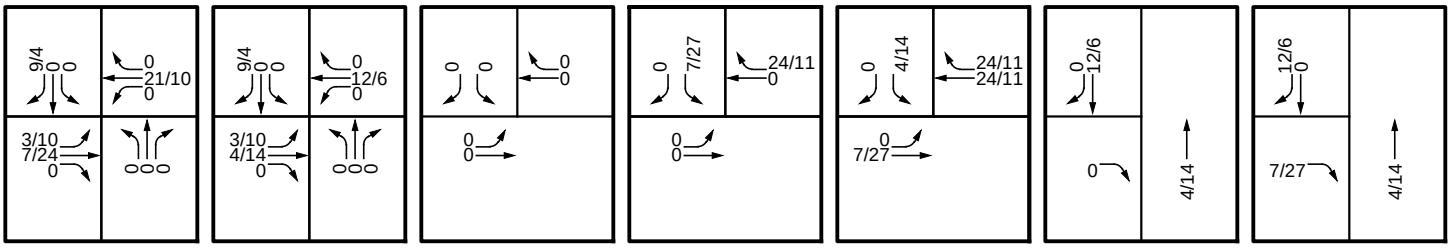


7. Alabama St. (NS) / San Bernardino Ave. (EW)
8. Alabama St. (NS) / Lugonia Ave. (EW)
9. Alabama St. (NS) / I-10 WB Ramps (EW)



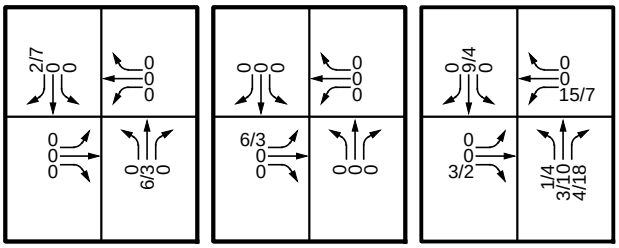
10. Alabama St. (NS) / I-10 EB Ramps (EW)
11. 5th St. (NS) / SR-210 SB Ramps (EW)
12. 5th St. (NS) / SR-210 SB Ramps (EW)





13. SR-210 SB Ramps (NS) / San Bernardino Ave. (EW)
14. SR-210 NB Ramps (NS) / San Bernardino Ave. (EW)
15. West Dwy 1 (NS) / Palmetto Ave. (EW)
16. West Dwy 2 (NS) / Palmetto Ave. (EW)
17. East Dwy 3 (NS) / Palmetto Ave. (EW)
18. Alabama St. (NS) / North Dwy 4 (EW)
19. Alabama St. (NS) / South Dwy 6 (EW)

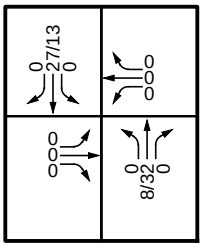
Exhibit 5 – Project AM Peak Hour and PM Peak Hour Intersection Volumes (Trucks + Passenger Cars)



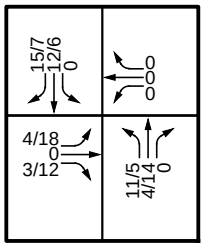
1. California St. (NS) / I-10 WB Ramps (EW)

2. California St. (NS) / I-10 EB Ramps (EW)

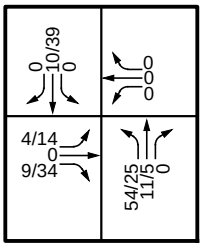
3. Alabama St. (NS) / 5th St. (EW)



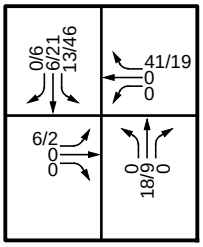
4. Alabama St. (NS) / 3rd St. (EW)



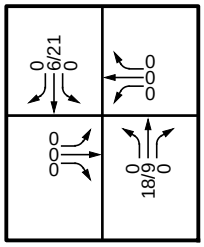
5. Alabama St. (NS) / Dwy 5-River Bluff Ave. (EW)



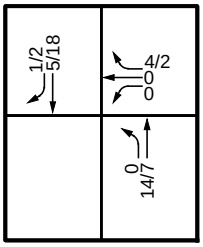
6. Alabama St. (NS) / Palmetto Ave. (EW)



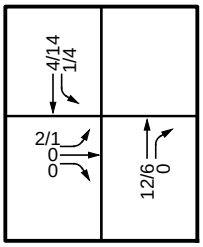
7. Alabama St. (NS) / San Bernardino Ave. (EW)



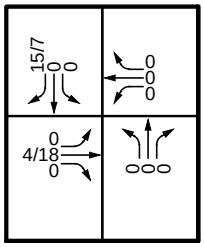
8. Alabama St. (NS) / Lugonia Ave. (EW)



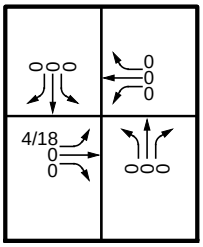
9. Alabama St. (NS) / I-10 WB Ramps (EW)



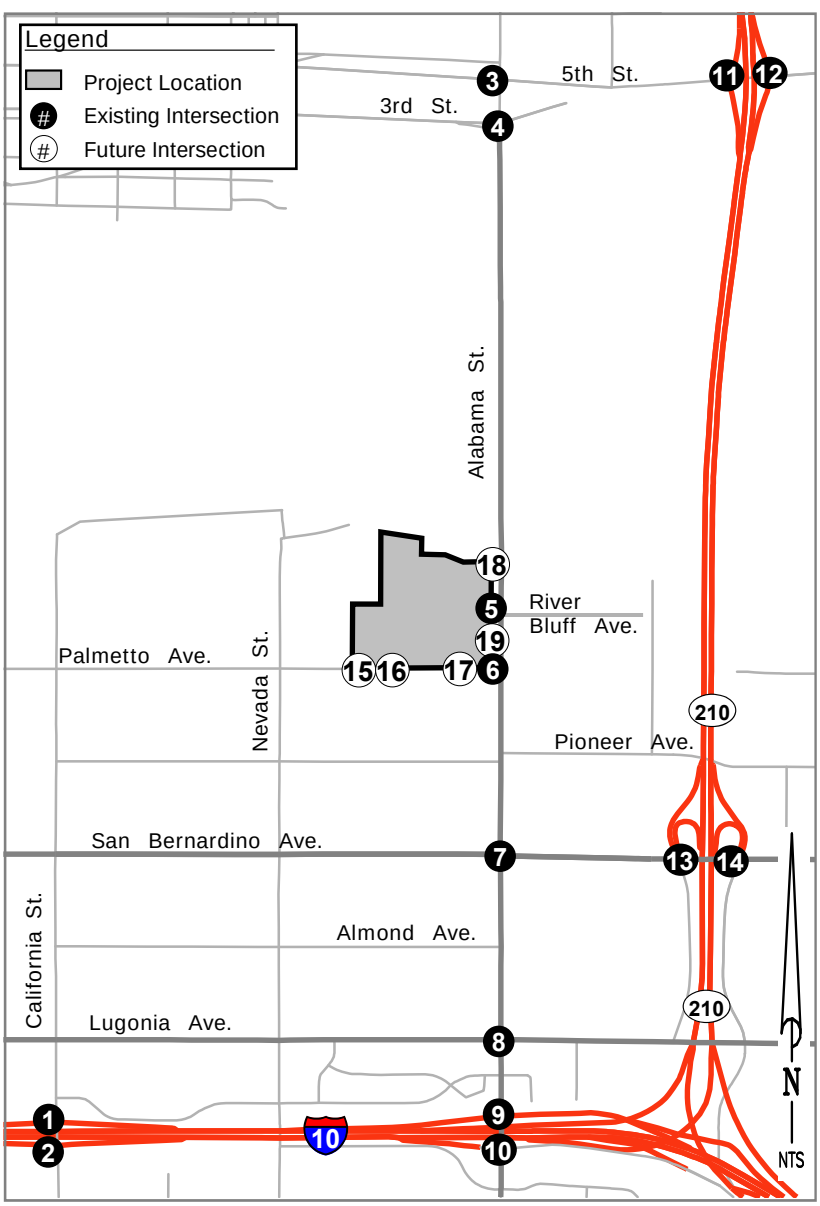
10. Alabama St. (NS) / I-10 EB Ramps (EW)

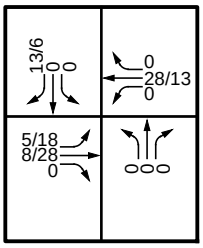


11. 5th St. (NS) / SR-210 SB Ramps (EW)

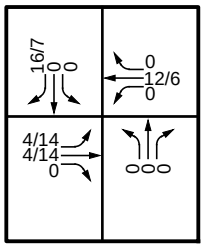


12. 5th St. (NS) / SR-210 SB Ramps (EW)

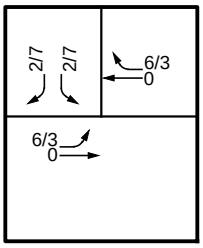




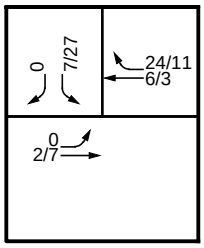
13. SR-210 SB Ramps (NS) / San Bernardino Ave. (EW)



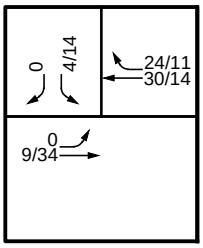
14. SR-210 NB Ramps (NS) / San Bernardino Ave. (EW)



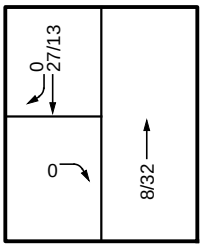
15. West Dwy 1 (NS) / Palmetto Ave. (EW)



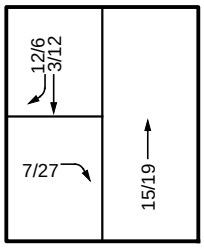
16. West Dwy 2 (NS) / Palmetto Ave. (EW)



17. East Dwy 3 (NS) / Palmetto Ave. (EW)

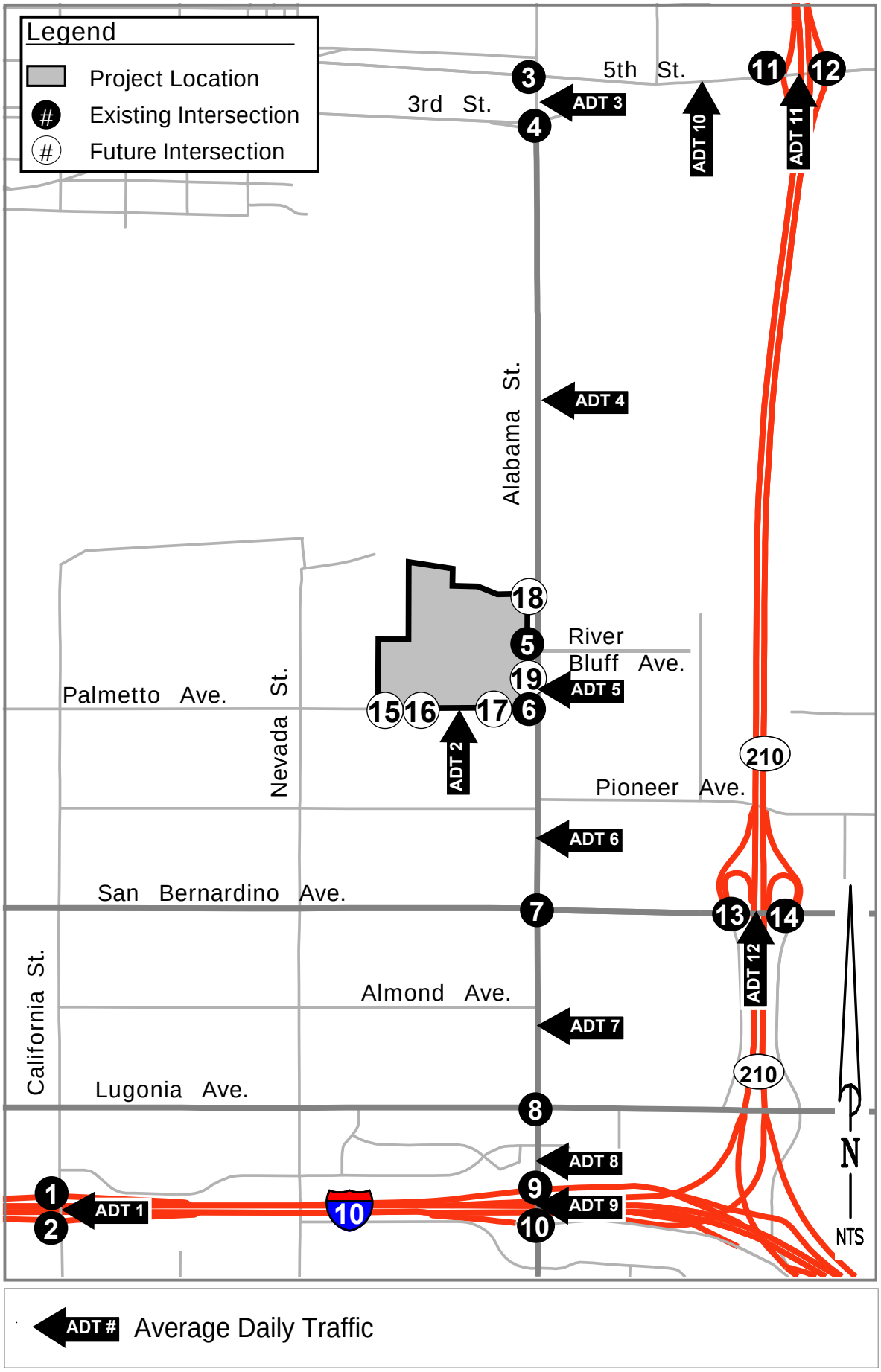


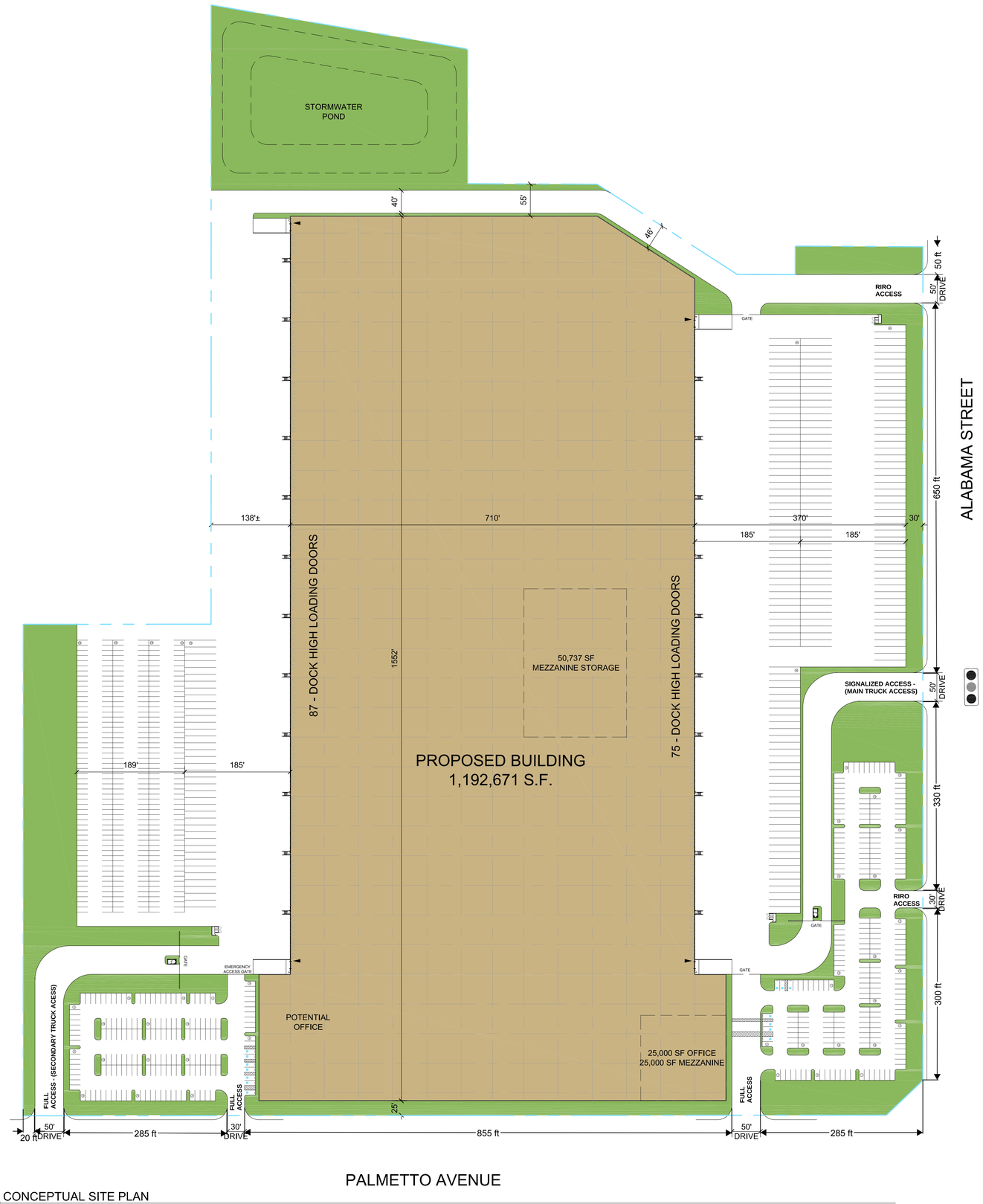
18. Alabama St. (NS) / North Dwy 4 (EW)



19. Alabama St. (NS) / South Dwy 6 (EW)

Exhibit 6 – Figure Intersections and Roadway Segment Data to be Collected





A CONCEPTUAL SITE PLAN
SCALE: 1" = 80'

PROJECT INFORMATION - SCHEME 5			1/11/2018
GROSS SITE AREA	54.76 AC	2,385,342 SF	
TOTAL BUILDING AREA		1,192,671 SF	
FOOTPRINT		1,116,934 SF	
	WAREHOUSE	1,091,934	
	OFFICE	25,000	
MEZZANINE		75,737	
	OFFICE	25,000	
	STORAGE	50,737	
NET COVERAGE		50.00%	
LANDSCAPE PROVIDED		15.1%	360,887
LANDSCAPE REQUIRED		15.0%	357,801
PARKING REQUIRED			
	WAREHOUSE @ 1/1,000 <40K	40	
	WAREHOUSE @ 1/4,000 >40K	276	
	OFFICE @ 1/250	200	
TOTAL REQUIRED		516	
PARKING PROVIDED		725	
	STANDARD	711	
	ADA	14	
	TRAILER	215	

DUKE REALTY
CITY OF REDLANDS
SAN BERNARDINO COUNTY

PROJECT
SCHEME 5
SITE PLAN

HERDMAN
ARCHITECTURE + DESIGN
16201 Scientific Way
Irvine, CA 92618
www.Herdman-AD.com
714.389.2800
info@Herdman-AD.com

A17-2112
01/11/2018

NORTH

CONCEPTUAL SITE PLAN

APPENDIX B:
CUMULATIVE PROJECT INFORMATION

City of Highland

List of Cumulative Projects

Project 1

TRAFFIC STUDY

UPPER SANTA ANA RIVER WASH

SAN BERNARDINO COUNTY, CALIFORNIA

This Traffic Study
has been prepared under the supervision of
Leslie E. Card, P.E.

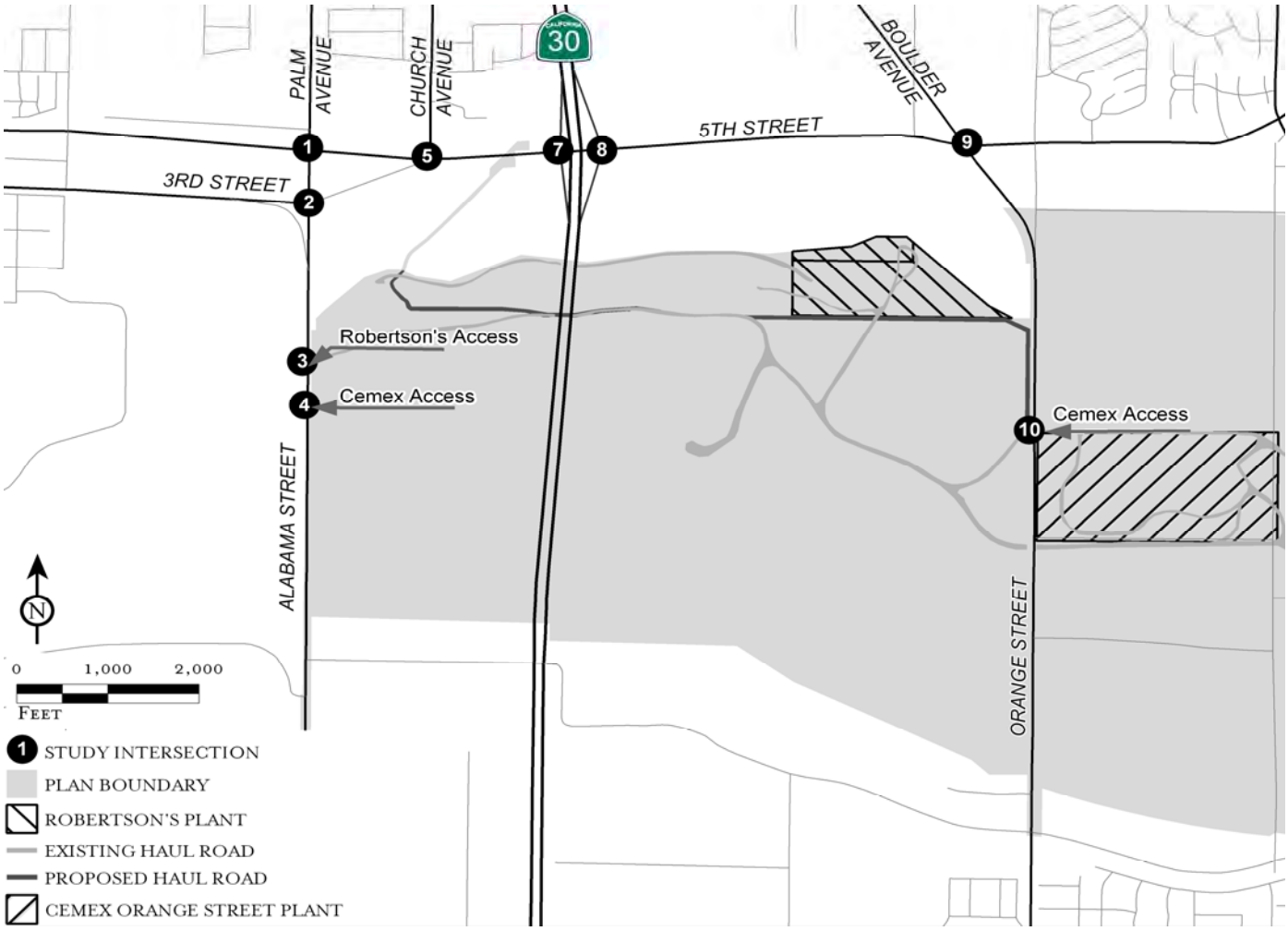
Signed _____

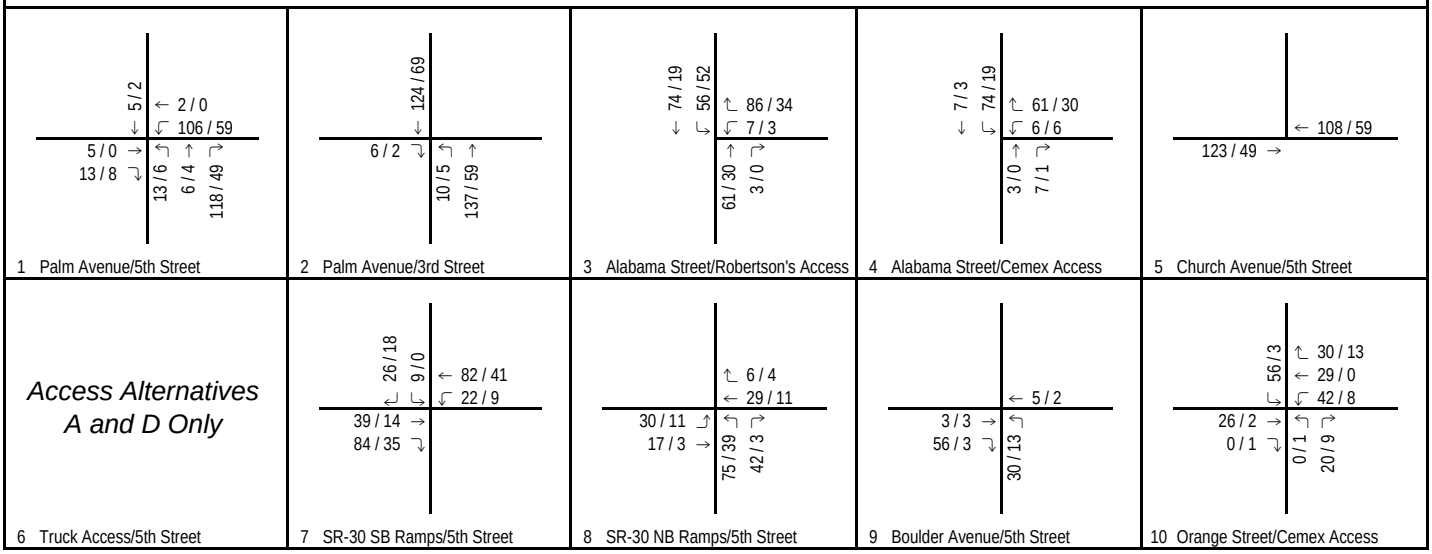
REGISTERED PROFESSIONAL ENGINEER
LESLIE ERIC CARD
No. 34410
Exp. 9/30/07
CIVIL
STATE OF CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER
LESLIE ERIC CARD
No. 322
Exp. 3/31/07
TRAFFIC
STATE OF CALIFORNIA

LSA

January 26, 2007





LSA

FIGURE 5

123 / 456 AM / PM Volume

Upper Santa Ana River Wash

Total Plant Traffic (in PCEs)

R:\SBW330\Traffic\Formatted To EIR\January 2007\g30_05_Existing Plant Trips (1/25/2007)

Table E - Project New Trip Generation - Aggregate Trucks

Land Use Alternative 1

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily[5]
	In	Out	Total	In	Out	Total	
Robertson Plunge Creek [1]							
Existing Trucks At 1.81 MPTY Baseline	11	10	21	6	6	12	384
Proposed Trucks at 3.00 MTPY [2]	11	10	21	6	6	12	640
Net New Trucks	0	0	0	0	0	0	256
Net New PCE Trips [3]	0	0	0	0	0	0	768
Cemex Orange Street Plant [4]							
Existing Trucks At 2.53 MPTY Baseline	38	39	77	10	7	17	762
Proposed Trucks at 3.00 MTPY	44	46	90	12	8	20	910
Net New Trucks	6	7	13	2	1	3	148
Net New PCE Trips [3]	18	21	39	6	3	9	444
Total New PCE Trips	**18**	**21**	**39**	**6**	**3**	**9**	**1,212**

Note:

These are ship numbers that reflect waste and stock piling

MTPY=Million Tons Per Year.

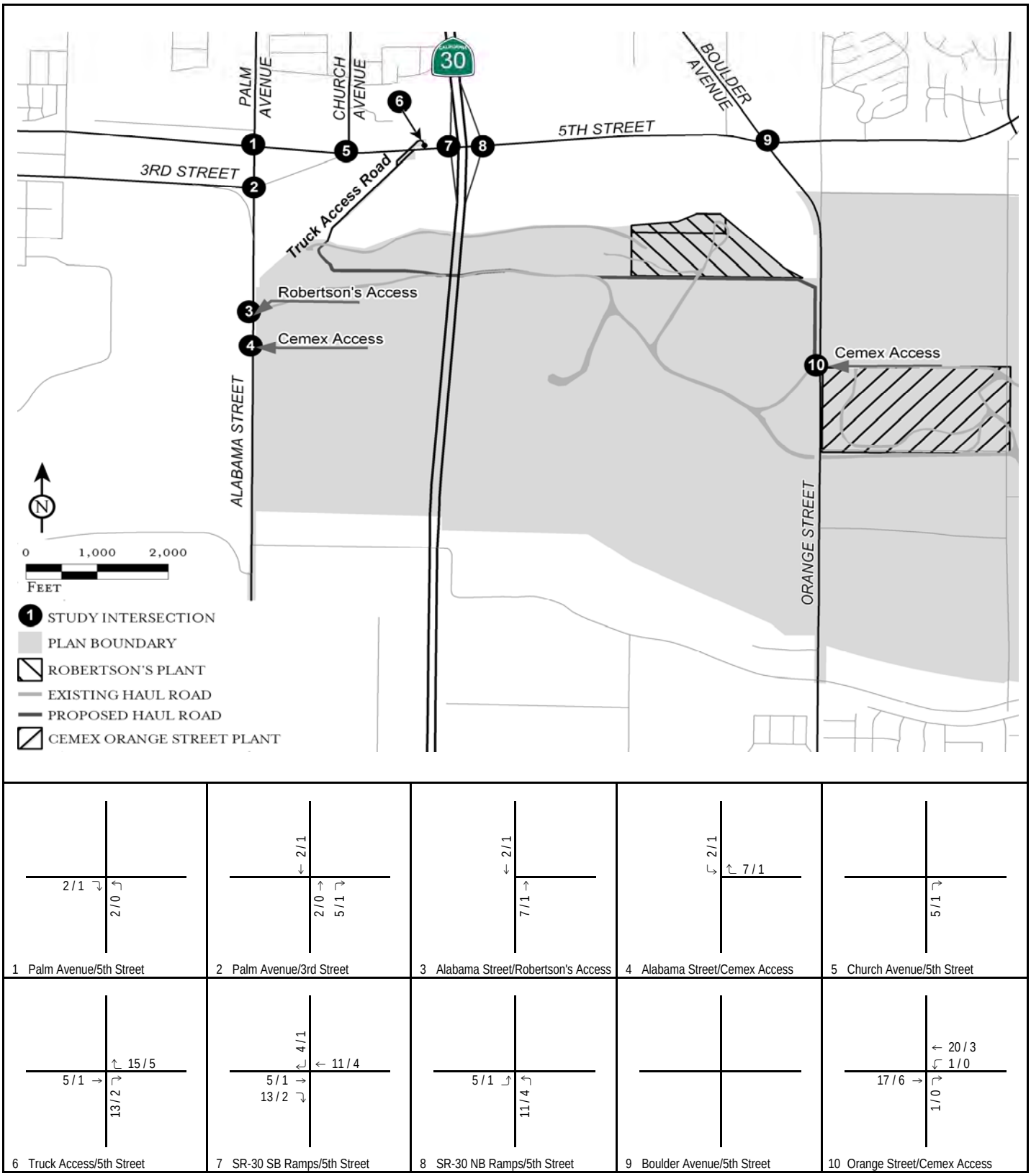
[1] Based on Robertson's memo updated February 24, 2006 (3 years of truck data from 2003 to 2005)

[2] Robertson's has the ability to limit shipments during local peak traffic hours, so that NO net change from baseline conditions would occur during these hours.

[3] All values given are in Passenger Car Equivalency (PCE). PCE of 3 has been used for all aggregate trucks

[4] Based on Lilburn Corporation and Cemex memo updated June 16, 2006 (3 years of truck data from 2003 to 2005)

[5] Based on Robertson's memo updated February 24, 2006 and Cemex memo updated June 16, 2006



LSA

FIGURE 17

123 / 456 AM / PM Volume

Upper Santa Ana River Wash

New Cemex Aggregate Trips (in PCEs)

Land Use Alternative 1, Access Alternative D

R:\SBW330\Traffic\Formatted To EIR\January 2007\g30_17_New Cemex Trips Alt 1D (1/25/2007)

Project 2

URBAN
CROSSROADS

41 Corporate Park, Suite 300
Irvine, CA 92606

Prepared by:

Carleton Waters, P.E.
Raul Armenta, E.I.T.
Domingo Maclang

Prepared for:

Mr. Camille Bahri
SPRING PACIFIC PROPERTIES, LLC
31866 Camino Capistrano
San Juan Capistrano, CA 92675

BLOSSOM TRAILS
SITE ACCESS EVALUATION
CITY OF HIGHLAND, CALIFORNIA

January 27, 2006

JN: 03524-02
CW:RA:DM:mg

TABLE 2

TRIP GENERATION SUMMARY

BLOSSOM TRAILS

LAND USE	QUANTITY	UNITS[1]	PEAK HOUR						DAILY
			AM			PM			
			IN	OUT	TOTAL	IN	OUT	TOTAL	
Single Family Detached	14	DU	3	8	11	9	5	14	134
Residential Condo/Townhouse	306	DU	21	113	134	107	52	159	1,793
Total			**24**	**121**	**145**	**116**	**57**	**173**	**1,927**

ADJACENT PARCEL

LAND USE	QUANTITY	UNITS[1]	PEAK HOUR						DAILY
			AM			PM			
			IN	OUT	TOTAL	IN	OUT	TOTAL	
Residential Condo/Townhouse	252 [2]	DU	18	93	111	88	43	131	1,477
Total			**18**	**93**	**111**	**88**	**43**	**131**	**1,477**

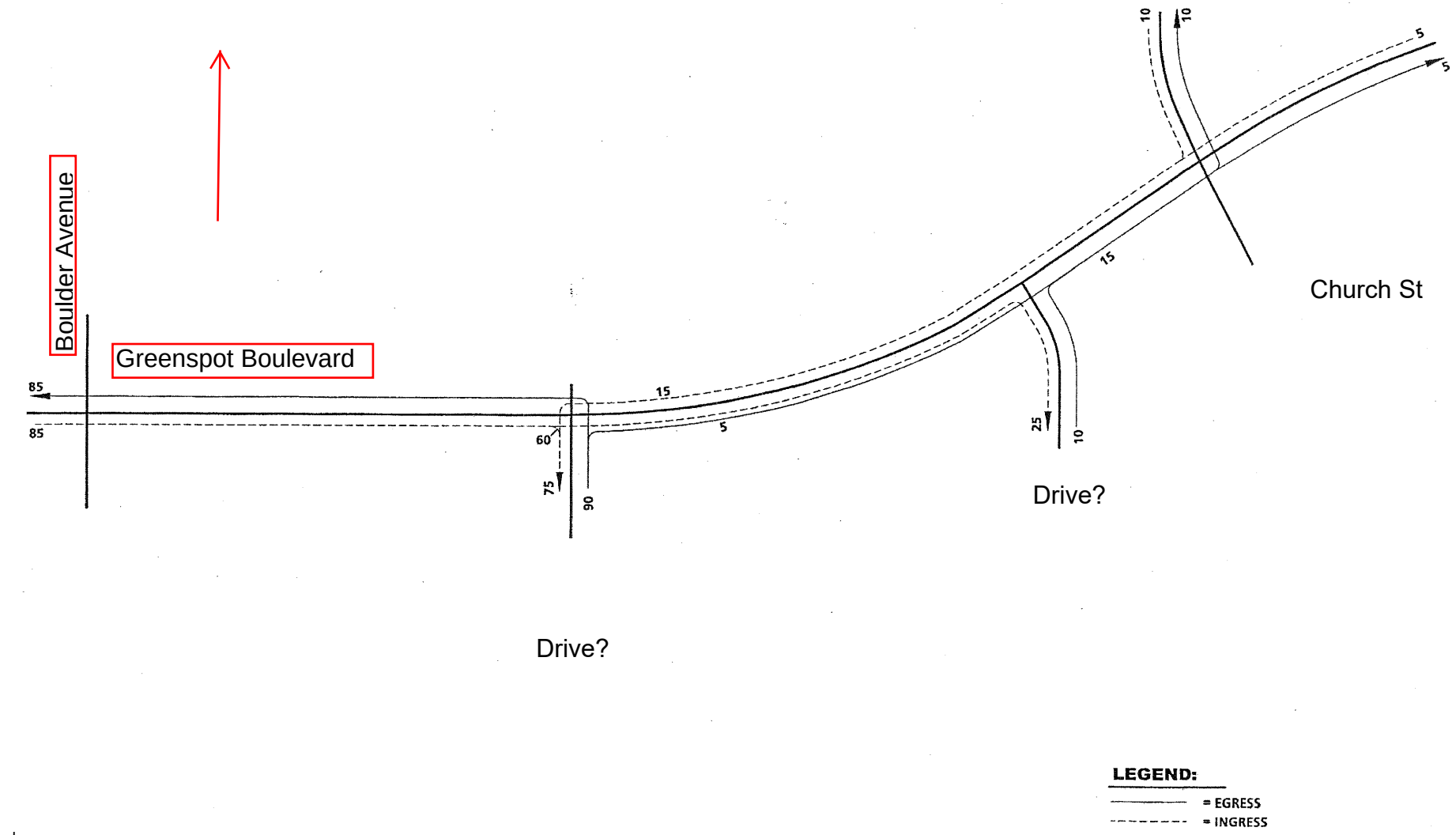
[1] DU = Dwelling Units

[2] Property is zoned for 12 units/acre and is approximately 21 acres

U:\UcJobs_03500\03524\Excel\[03524-02.xls]T 2

EXHIBIT C

BLOSSOM TRAILS SOUTH TRIP DISTRIBUTION WITHOUT ADJACENT PROJECT (FULL ACCESS)



BLOSSOM TRAILS ACCESS EVALUATION, Highland, California - 03524: 05.dwg

URBAN CROSSROADS

Project 3

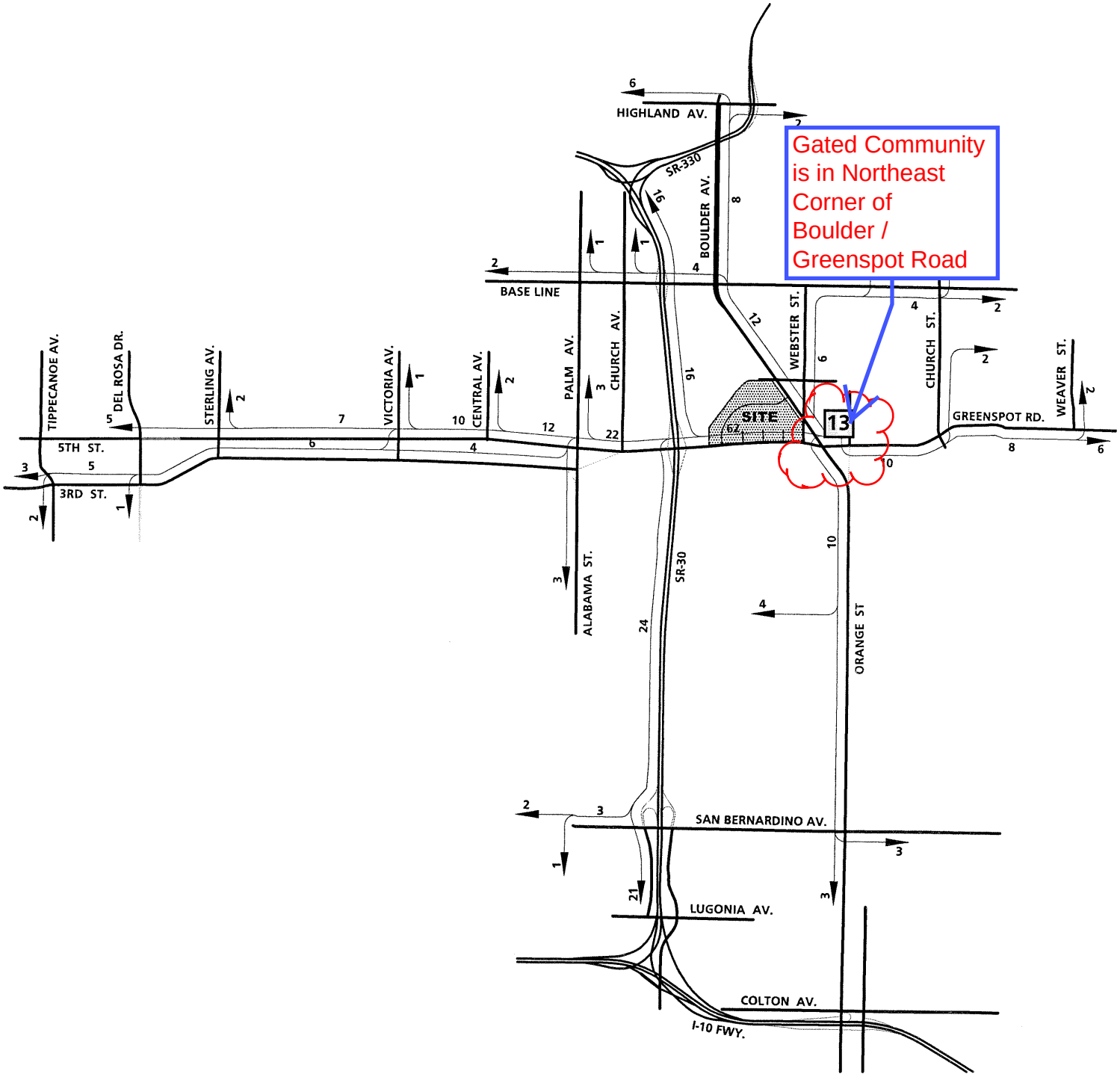
121 DU
2/2/09

7th Ed ITE - Weekday rates

Page No.	Category	Unit	Ave Trip Rate per Unit	Total Trips	In %	In Trips	Out %	Out Trips
	210 - SFH	121						
269	ADT		9.57	1158.0	50	579	50	579
270	AM Peak Hour of Adjacent Traffic		0.75	90.8	25	23	75	68
271	PM Peak Hour of Adjacent Traffic		1.01	122.2	63	77	37	45

EXHIBIT D-3

121 DU SFD GATED COMMUNITY TRIP DISTRIBUTION



LEGEND:

10 = PERCENT TO/FROM PROJECT

13 = 121 DU SINGLE FAMILY DETACHED HOUSING GATED COMMUNITY

N

SOURCE: RECENT SUBMITTED DEVELOPMENT

URBAN CROSSROADS

Project 4

San Manuel

San Manuel Village
Traffic Impact Analysis
(TIA)

Final

Prepared by:

Transportation Engineering and Planning, Inc.
P.O. Box 18355
Irvine, CA 92623
Contact: Craig S. Neustaedter,
California Registered Traffic Engineer, License #: TR 1433
Phone: 909 263 0383

Prepared for:

Mooney-Jones & Stokes
Attention: Daniel A. Serrano
9903 Business Park Avenue
San Diego, CA 92131
Phone: 858-578-8964

June 1, 2006

Table 1
San Manuel Village TIA (February 2006)
Site Land-Use Assumptions for Trip Generation Estimation

ITE	Site Plan Land Use	ITE Use	Quantity (trip generation parameter)
934	Pad 1: restaurant with drive-through	Fast food restaurant with a drive-through window	3500 SF
814	Pad 2: retail	Specialty retail center	6000 SF
932	Pad 3: restaurant	High turnover (sit down) restaurant	5800 SF
912	Pad 4: commercial	Drive-in bank	5200 SF
934	Pad 5: restaurant with drive-through	Fast food restaurant with drive-through	5000 SF
932	Pad 6: restaurant and retail	High turnover (sit down) restaurant and specialty retail center	13,000 SF
710	Office	General office building	68,500 SF
310	Hotel	All suites hotel	110 rooms

FIGURE 6

SAN MANUEL VILLAGE TIA

PROJECT AM AND PM PEAK HOUR TURNING MOVEMENTS

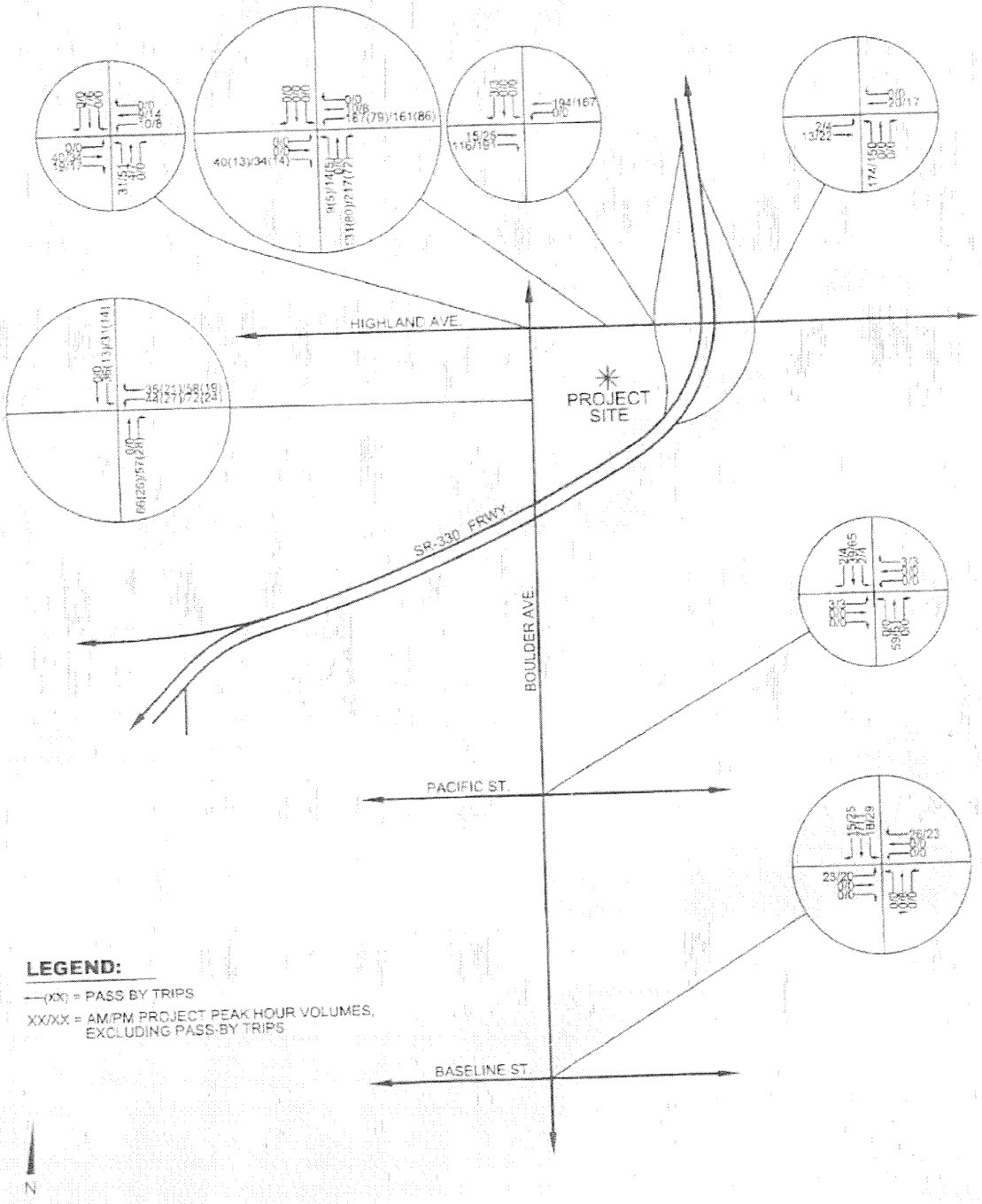
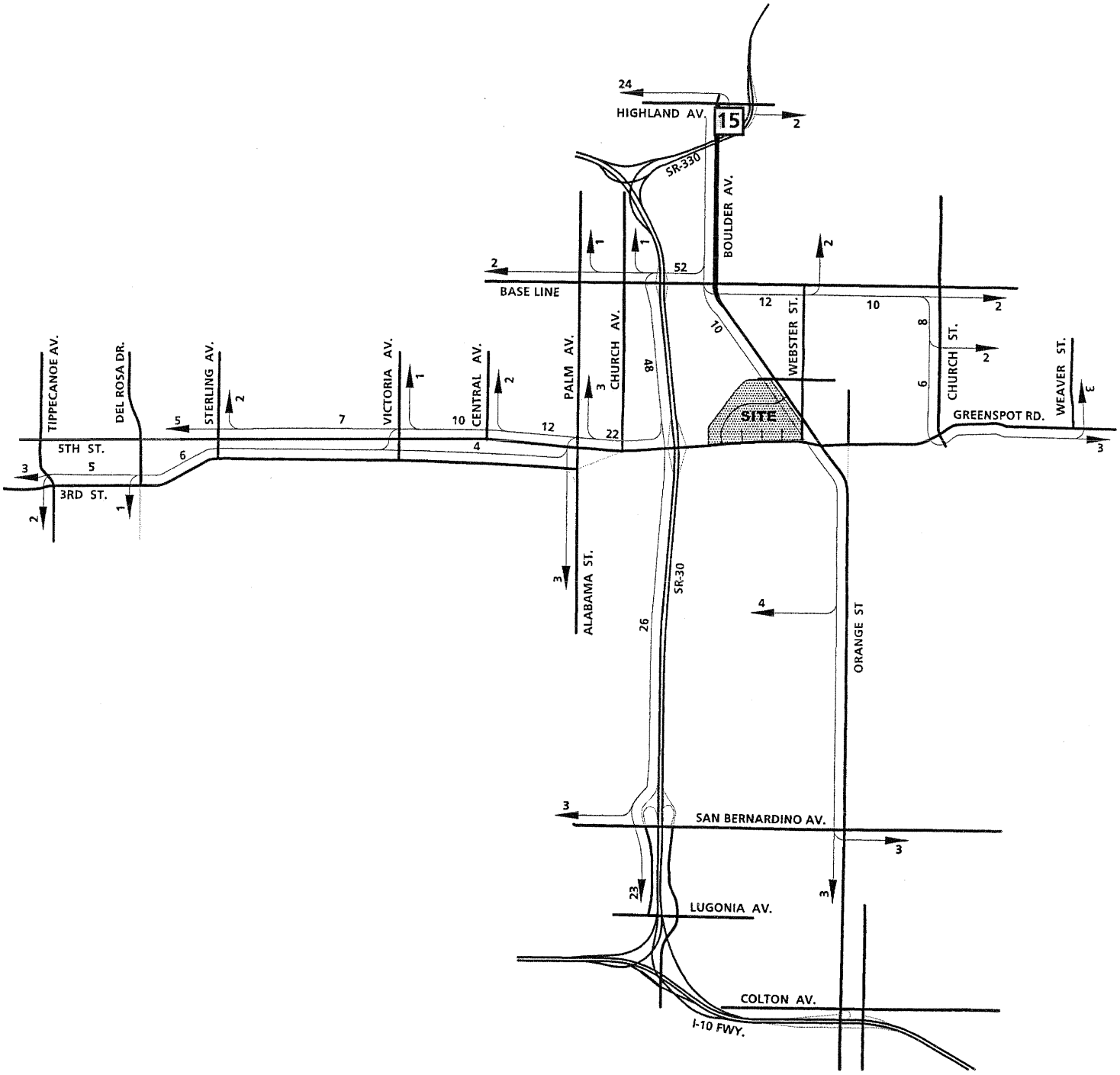


EXHIBIT D-5

SAN MANUEL VILLAGE (RETAIL CENTER & HOTEL/CONVENTION) TRIP DISTRIBUTION



LEGEND:

10 = PERCENT TO/FROM PROJECT

15 = SAN MANUEL VILLAGE (RETAIL CENTER & HOTEL/CONVENTION)

N

SOURCE: RECENT SUBMITTED DEVELOPMENT

URBAN CROSSROADS

TABLE 1

SAN MANUEL TRIP GENERATION RATES[1]

PAD	LAND USE	ITE CODE	QUANTITY	UNITS[2]	PEAK HOUR AM IN	PEAK HOUR AM OUT	PEAK HOUR AM TOTAL	PEAK HOUR PM IN	PEAK HOUR PM OUT	PEAK HOUR PM TOTAL	DAILY
1	Restaurant W/Drive Thru	934	3.5	TSF	27.09	26.02	53.11	18.01	16.63	34.64	496.12
2	Specialty Retail	814	6.0	TSF	NOM	NOM	NOM	1.19	1.52	2.71	44.32
3	Restaurant (High Turnover)	932	5.8	TSF	5.99	5.53	11.52	6.66	4.26	10.92	127.15
4	Bank w/ Drive Thru	912	5.2	TSF	11.24	8.14	19.38	25.54	25.54	51.08	411.17
5	Restaurant W/Drive Thru	934	5.0	TSF	27.09	26.02	53.11	18.01	16.63	34.64	496.12
6	Restaurant (High Turnover) W/Specialty Retail[3]	932	13.0	TSF	5.99	5.53	11.52	6.66	4.26	10.92	127.15
7	Office	710	68.5	TSF	1.78	0.24	2.02	0.39	1.88	2.27	14.55
8	Hotel	310	110	RM	0.34	0.22	0.56	0.31	0.27	0.58	8.17

SAN MANUEL TRIP GENERATION SUMMARY

PAD	LAND USE	QUANTITY	UNITS	PEAK HOUR AM IN	PEAK HOUR AM OUT	PEAK HOUR AM TOTAL	PEAK HOUR PM IN	PEAK HOUR PM OUT	PEAK HOUR PM TOTAL	DAILY
1	Restaurant W/Drive Thru	3.5	TSF	95	91	186	63	58	121	1,736
2	Specialty Retail	6.0	TSF	NOM	NOM	NOM	7	9	16	266
3	Restaurant (High Turnover)	5.8	TSF	35	32	67	39	25	64	737
4	Bank w/ Drive Thru	5.2	TSF	58	42	100	133	133	266	2,138
5	Restaurant W/Drive Thru	5.0	TSF	135	130	265	90	83	173	2,481
6	Restaurant (High Turnover) W/Specialty Retail[3]	13.0	TSF	78	72	150	87	55	142	1,653
	Subtotal			401	367	768	419	363	782	9,011
	-Commercial 25% Pass By Reduction [4]			*-100*	*-92*	*-192*	*-105*	*-91*	*-196*	*-2,253*
	Net Commercial Trips			**301**	**275**	**576**	**314**	**272**	**586**	**6,758**
7	Office	68.5	TSF	122	16	138	27	129	156	997
8	Hotel	110.0	RM	37	24	61	34	30	64	899
	Net Trips			**460**	**315**	**775**	**375**	**431**	**806**	**8,654**

[1] Source: ITE (Institute of Transportation Engineers) Trip Generation Manual, 7th Edition, 2003.

[2] TSF = thousand square feet, DU = dwelling units, RM = rooms

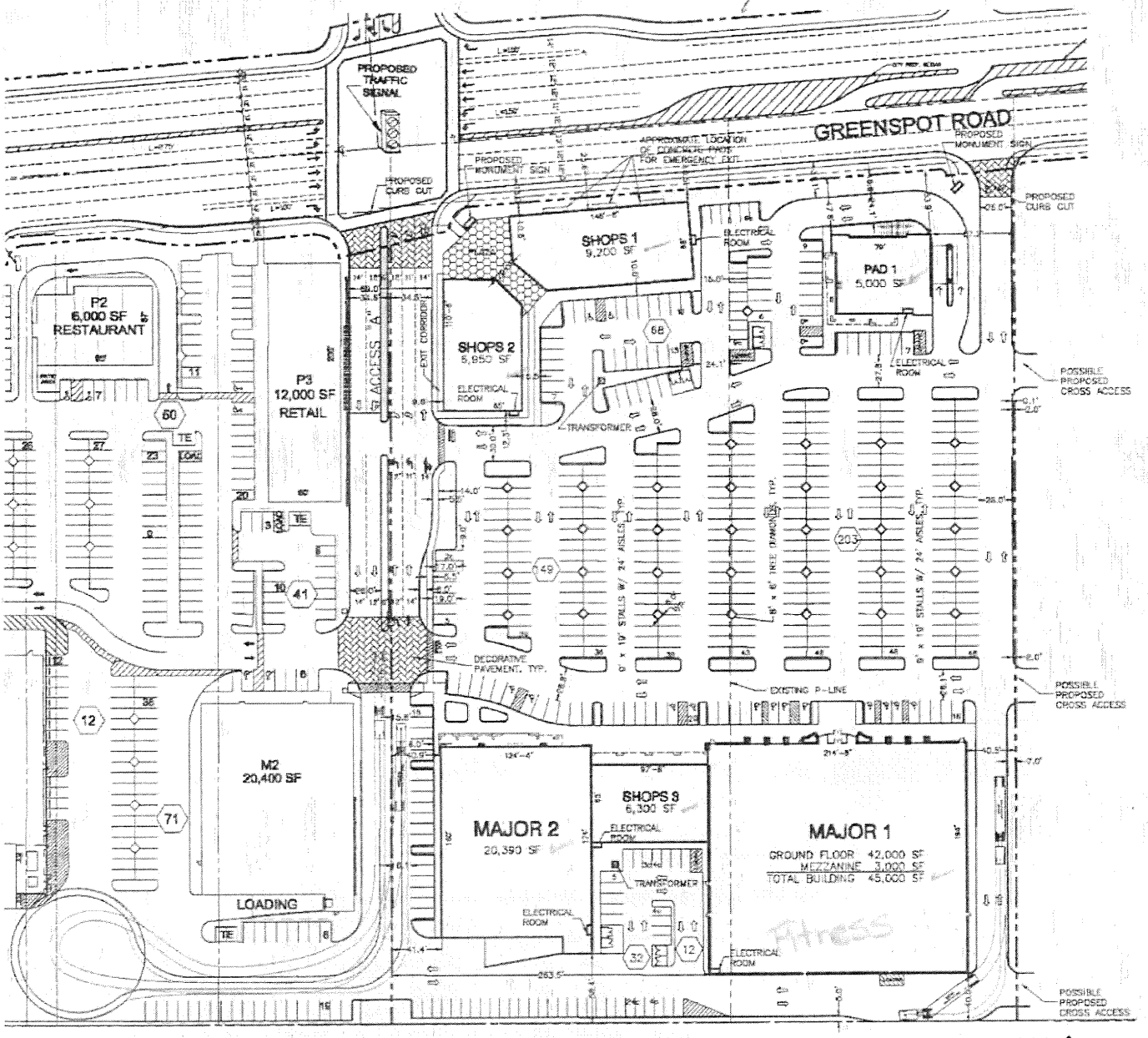
[3] ITE Code 932 has been used for this cumulative project to be more conservative

[4] Not all of the trips generated by this project are 'NEW' trips. A 25% Pass-By reduction has been considered for trip generation purposes.

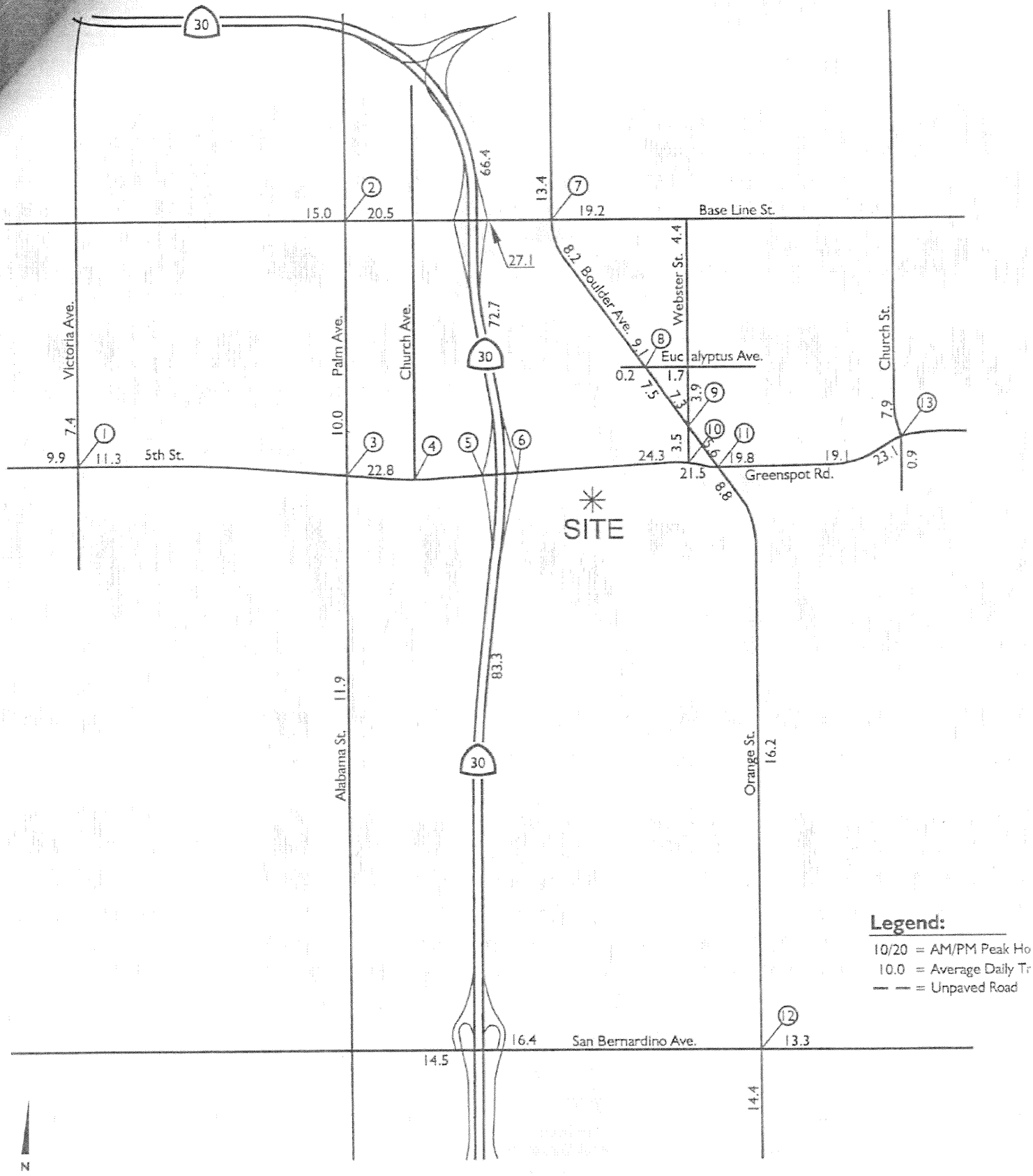
NO NAME:[San Manuel Village TG.xls]TGinputarea

Project 5

#21 2nd Submittal 07-1032



42,840 Retail
45000 Fitness

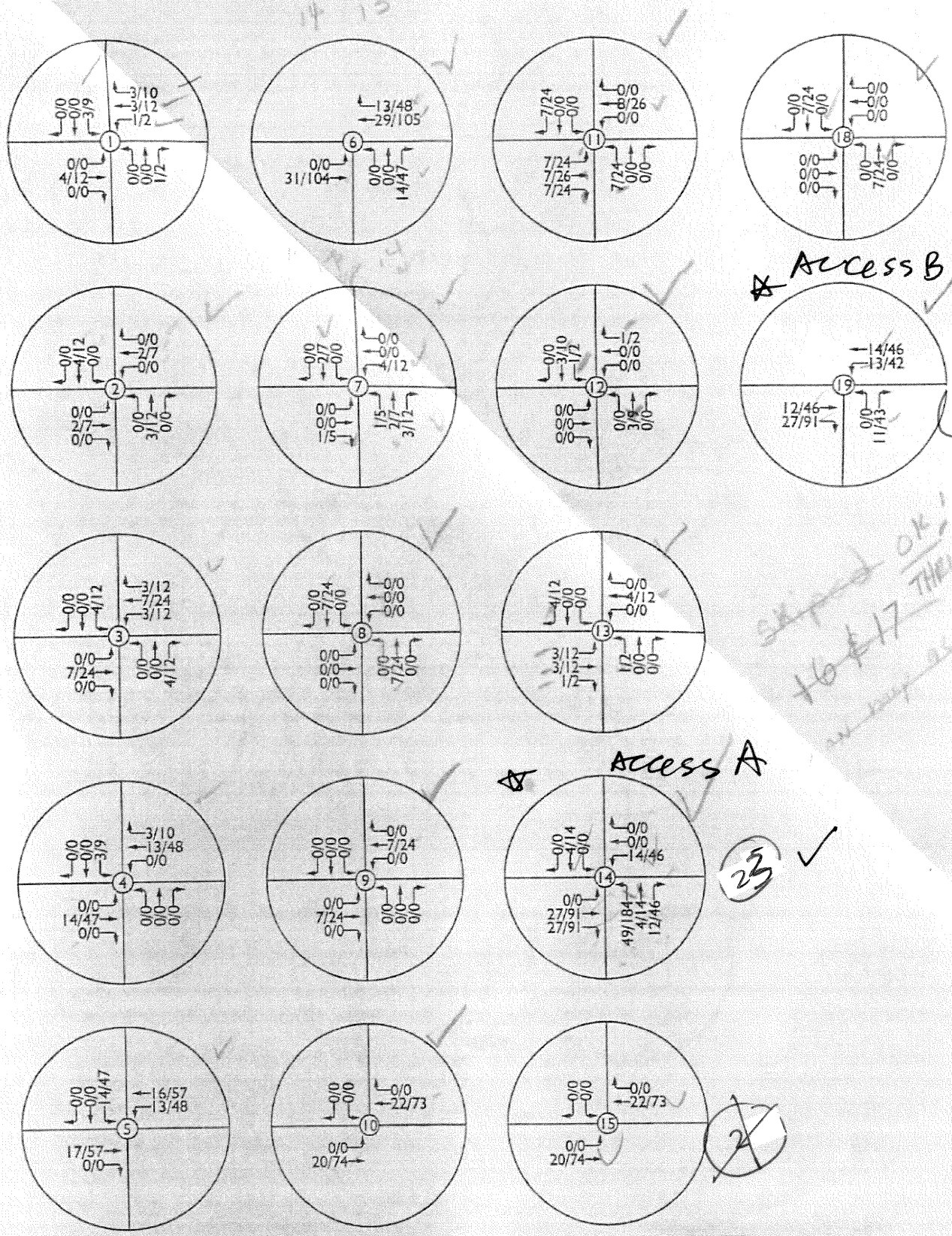


1958-07-01 (ExF)

REGENCY CENTERS TRAFFIC IMPACT STUDY, City of Highland, California

Exhibit H

Project Peak Hour Intersection Volumes



Access B

24

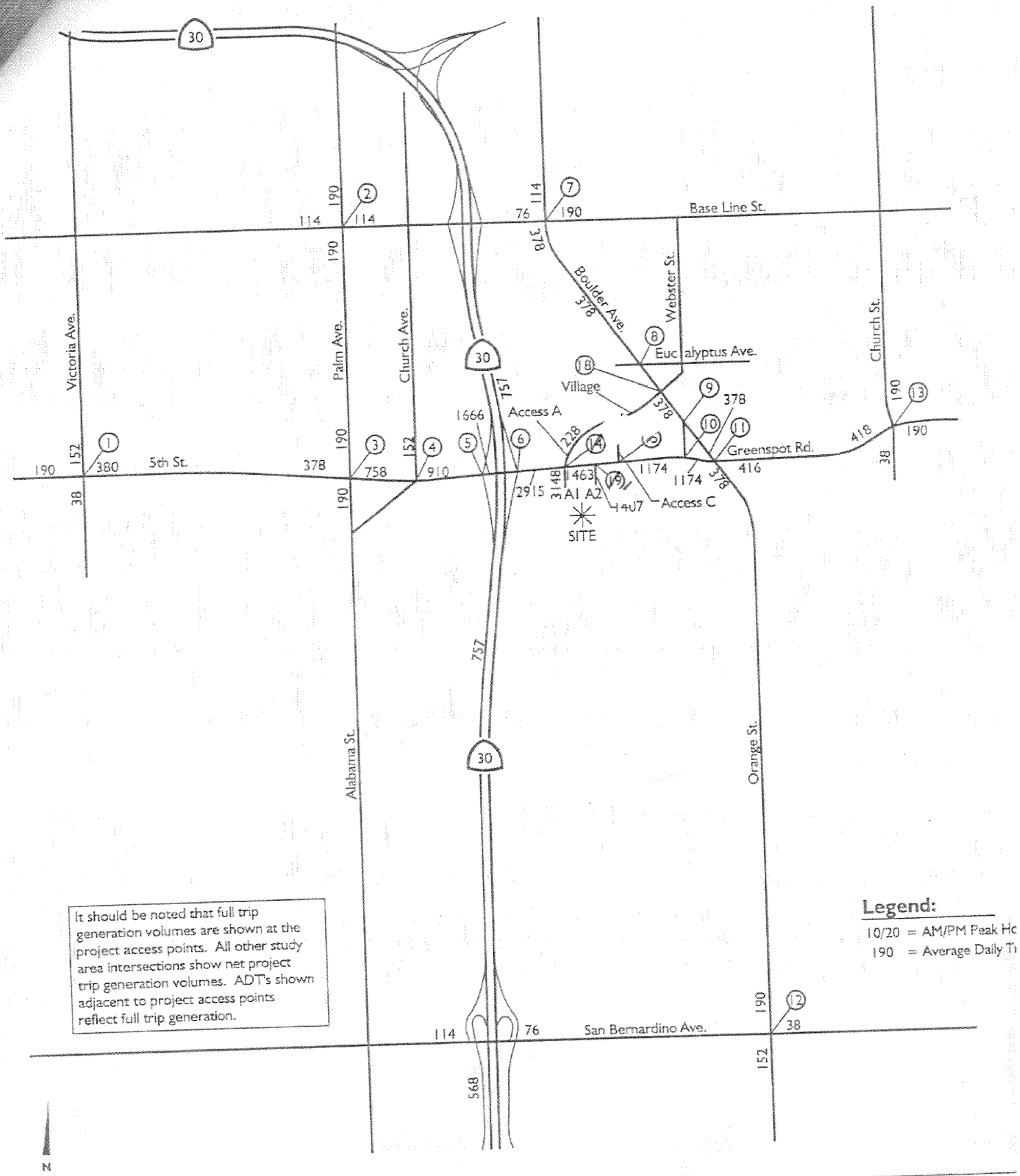
Access A

23

2

ur Volumes
afic

RK engineering group, inc.



1958-07-01 (ExH)
REGENCY CENTERS TRAFFIC IMPACT STUDY, City of Highland, California

TABLE 3

Trip Generation[1]

Land Use	ITE Code	Quantity	Units[2]	Peak Hour AM In	Peak Hour AM Out	Peak Hour AM Total	Peak Hour PM In	Peak Hour PM Out	Peak Hour PM Total	Daily
Bank w/ Drive-Thru	912	5.000	TSF	35	27	62	114	114	229	1,232
Less Pass-by Trips (25%)				-9	-7	-16	-29	-29	-57	-308
Net Trip Generation (Bank)				26	20	46	86	86	172	924
Retail	820	42.840	TSF	27	17	44	77	84	161	1,840
Less Pass-by Trips (25%)				-7	-4	-11	-19	-21	-40	-460
Net Trip Generation (Retail)				20	13	33	58	63	121	1,380
Health / Fitness Club	492	45.000	TSF	23	32	54	93	89	182	1,482
Gross Total Trip Generation				85	76	160	284	287	572	4,554
Net Total Trip Generation				70	65	133	236	238	475	3,786

[1] TSF = Thousand Square Feet

[2] Full Trip Generation Without Pass-by Trips; Utilized for Analysis at Project Access Points

i:\Wtables\RK5677TB
IN\1958-07-01

Project 6

Retail Center -
SWC Boulder - Greenspot Road
CUP 007-008

Traffic Study for a Retail Project in the City of Highland

February 17, 2009

Prepared for:

Boulder Holdings, LLC
Thatcher Engineering & Associates
345 5th Street, Suite B
Redlands, California 92374
(909) 748-7777

Prepared by:

KOA CORPORATION
PLANNING & ENGINEERING
3190 C Shelby Street
Ontario, CA 91764
(909) 890-9693

Job No: JA84062

KOA CORPORATION
PLANNING & ENGINEERING

3190 C Shelby Street
Ontario, CA 91764
t: 909.890.9693 f: 909.890.9694
www.koacorporation.com

February 17, 2009

Boulder Holdings, LLC
c/o Thatcher Engineering & Associates
345 5th Street, Suite B
Redlands, California 92374
Attn: Vicky Valenzuela-Gilliland

SUBJECT: Traffic Study for a Retail Project in the City of Highland

Dear Ms. Gilliland:

KOA Corporation is pleased to present the attached traffic study for a Retail Project in the City of Highland. The project consists of 6,019 square feet of fast food restaurants with drive thru windows, 8,356 square feet of fast food restaurants without drive thru window and 16,332 square foot retail building located on the southwest corner of Boulder Avenue at Greenspot Road. The traffic study has been prepared to meet the traffic study requirements of the City of Highland and revised per their request.

The report is being submitted to you for review and processing. Please contact our office if you have any questions about the report, or if you need additional information to complete your submittal. If there are any comments that require response or revisions, please notify our office as soon as possible for prompt revision.

It has been a pleasure to prepare this study for you and the City of Highland.

Sincerely,

Mujib Ahmed, P.E.
Vice President

REGISTERED PROFESSIONAL ENGINEER
MUJIB AHMED
No.C68467
Exp.09/30/09
CIVIL
STATE OF CALIFORNIA

6. Project Trips

Project-related traffic consists of trips on any portion of the street system that will begin or end on the project site as a result of the development of the proposed project. Project-related traffic is a function of the extent and type of development proposed for the site. This information is used to establish traffic generation for the site.

The proposed project will consist of 6,019 square feet of fast food restaurants with drive thru windows, 8,356 square feet of fast food restaurants without drive thru windows, and 16,332 square feet of retail buildings.

Existing Land Use Traffic

The project site is currently vacant. No traffic is currently generated from the site; therefore, the current trip generation for the project site is zero.

Project Trip Generation

Trip generation is a measure or forecast of the number of trips that will be made to or from the project. It is generally equal to the traffic volume expected at the project entrance.

Trip generation characteristics for projects are normally estimated based on rates published in *Trip Generation, Seventh Edition*, published by the Institute of Transportation Engineers (ITE). This document is widely used in Southern California and indicates the probable traffic generation rates for various land uses based upon studies of existing developments in comparable settings. The *Trip Generation Manual* indicates a daily and a PM peak hour for Specialty Retail; however, it does not indicate an AM peak hour rate. For the purpose of this traffic study report we used a rate that is 25% of the PM peak hour rate since the stores will be closed during the AM peak generally. The report includes trip generation information for the project uses, as shown in Table 6.

Table 6
Trip Generation Rates

Land Use	Units		AM Peak Hour			PM Peak Hour		
		Daily	Total	In	Out	Total	In	Out
Fast Food w/ Drive Thru ITE (934)	KSF	496.12	53.11	27.09	26.02	34.64	18.01	16.63
Fast Food w/o Drive Thru ITE (933)	KSF	260.0*	43.87	26.32	17.55	26.15	13.34	12.81
Specialty Retail** ITE (814)	KSF	44.32	0.68	0.30	0.38	2.71	1.19	1.52

Note: KSF = 1000 square feet. * 10 times the PM rate ** AM peak hour is 25% of the PM rate

Table 7 summarizes the traffic generation expected from project, based on the generation rates shown in Table 6.

Due to the retail nature of the project, it will attract "passby" trips. According to the *ITE Trip Generation Handbook* the retail uses will normally attract passby trips of 20% and the fast food uses will attract a passby of 40%.

Table 7
Project Traffic Generation

Land Use	Daily	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
6,019 sq.ft. Fast Food w/ Drive Thru	2,986	320	163	157	208	108	100
8,356 sq.ft. Fast Food w/o Drive Thru	2,173	367	220	147	219	112	107
Subtotal Fast food	5,159	687	383	304	427	220	207
-40% passby trips	*-2,064*	*-276*	*-138*	*-138*	*-172*	*-86*	*-86*
Total Fast Food	***3,095***	***411***	***245***	***166***	***255***	***134***	***121***
16,332 sq.ft. Retail	724	11	5	6	44	19	25
-20% passby trips	*-145*	*-2*	*-1*	*-1*	*-10*	*-5*	*-5*
Total Retail	***579***	***9***	***4***	***5***	***34***	***14***	***20***
Total Project Trips	**3,674**	**420**	**249**	**171**	**289**	**148**	**141**

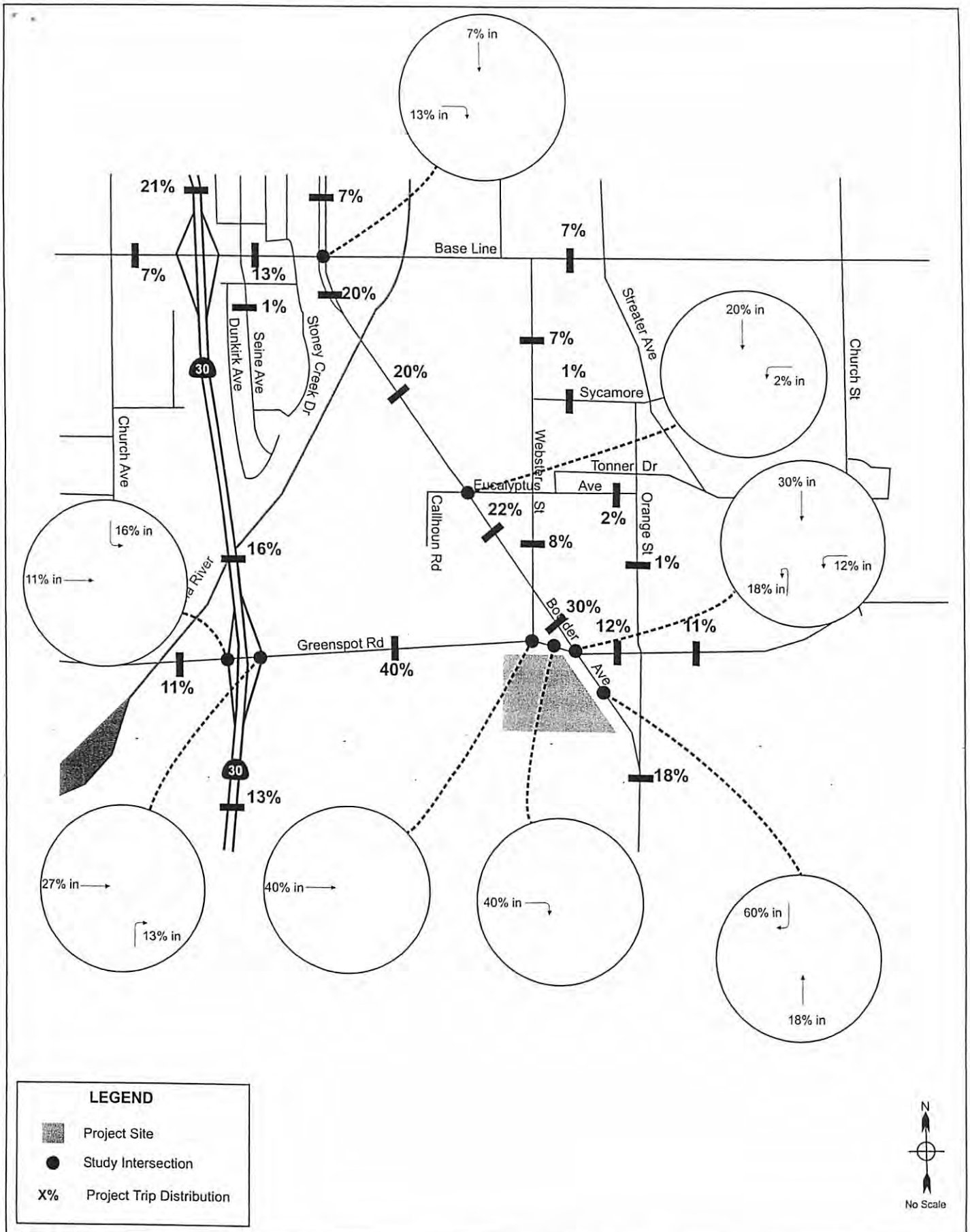
The project will generate a total 3,674 daily trips including, 420 trips during the AM peak hour and 289 trips during the PM peak hour.

Project Trip Distribution

Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by project traffic. The potential interaction between the proposed land use and surrounding regional access routes are considered to identify the route where the project traffic will distribute.

The Traffic Model was used to develop this trip distribution for this project. For SANBAG CMP level traffic studies, model "runs" are used to develop the project distribution, as prepared by City of San Bernardino and furnished to KOA Corporation for further analysis. The City furnished a traffic model select zone analysis with project traffic only. The select zone run shows the total volume assigned to all roadways from project traffic analysis zones. The total volume on each roadway is divided by the total site traffic generation to indicate the percentage of project traffic that will use each component of the regional roadway system in each relevant direction.

The anticipated trip distribution for the proposed development is presented on Figures 11A, 11B, 11C, and 11D. This figure indicates the proportion of project traffic that will use the street segments and turning movements indicated. Also, the project trip distribution assumes U-turns at the intersection of Greenspot Road at Boulder Avenue, as the City has indicated that they will be allowed at all movements at this intersection and current signage will be replaced with standard U-turn allowed signs.



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Highland Retail - Traffic Impact Study

Figure 11A

Project Trip Distribution - AM Peak Hour (Inbound)

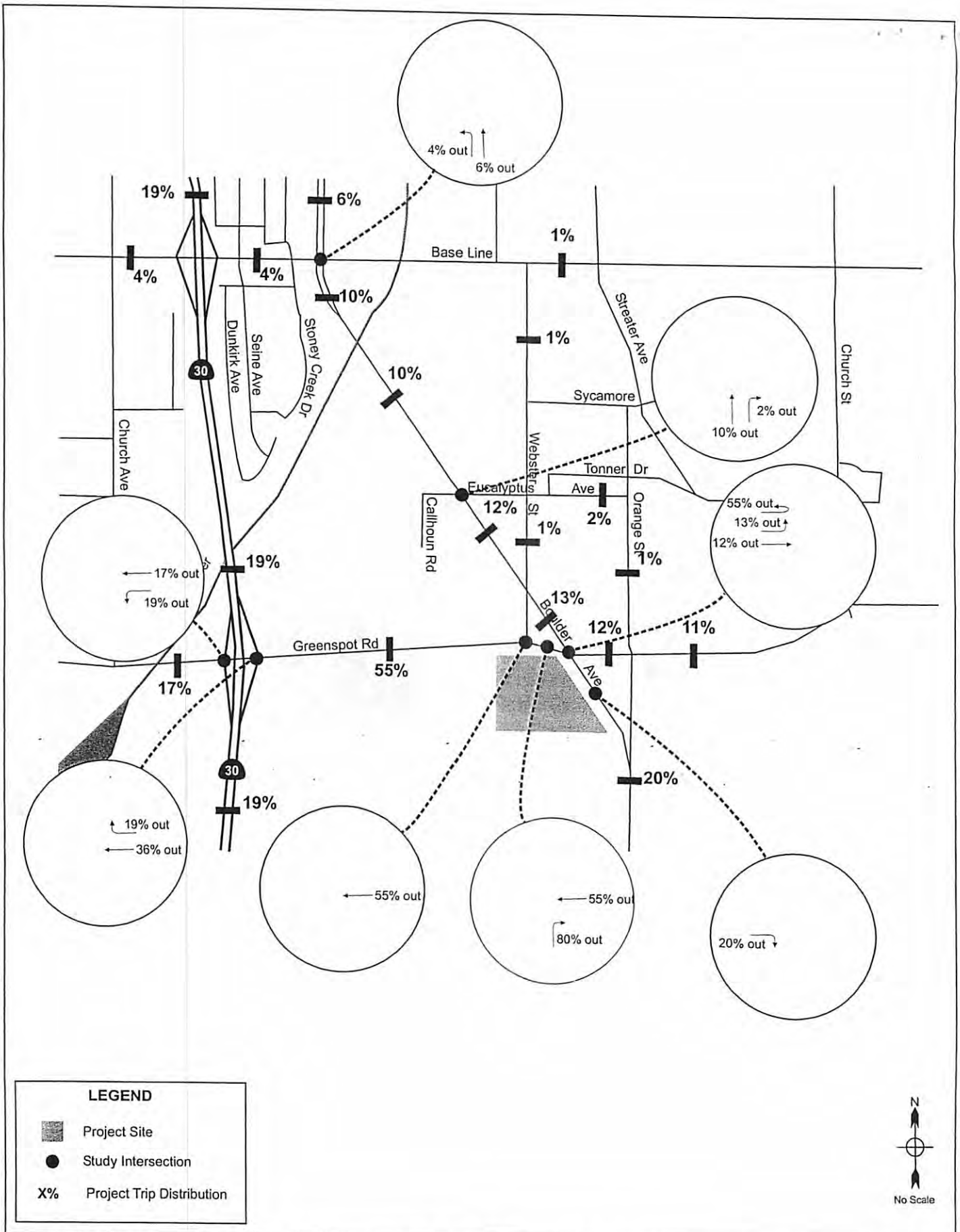

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Figure 11B

Project Trip Distribution - AM Peak Hour (Outbound)

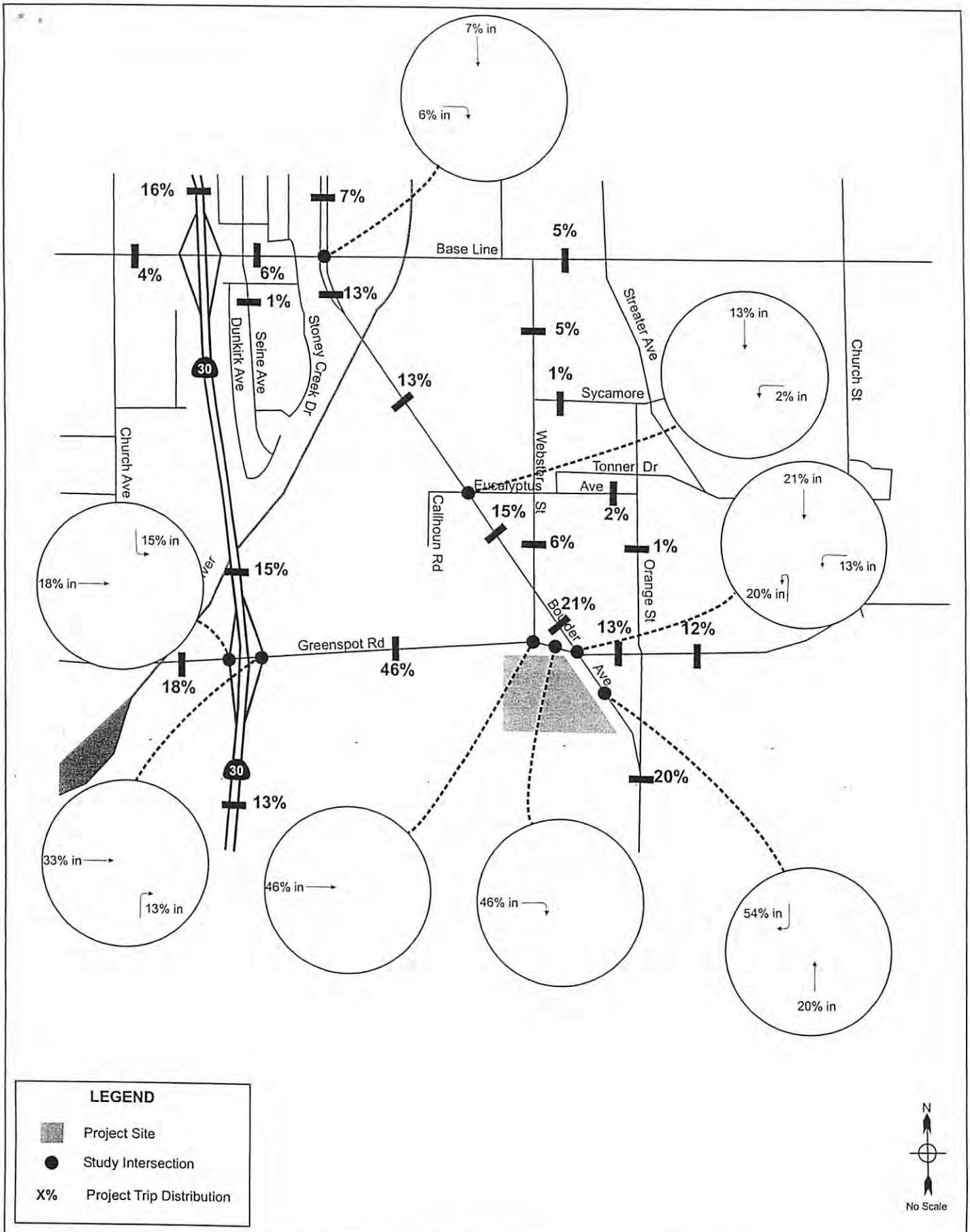

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Figure 11C

Project Trip Distribution - PM Peak Hour (Inbound)

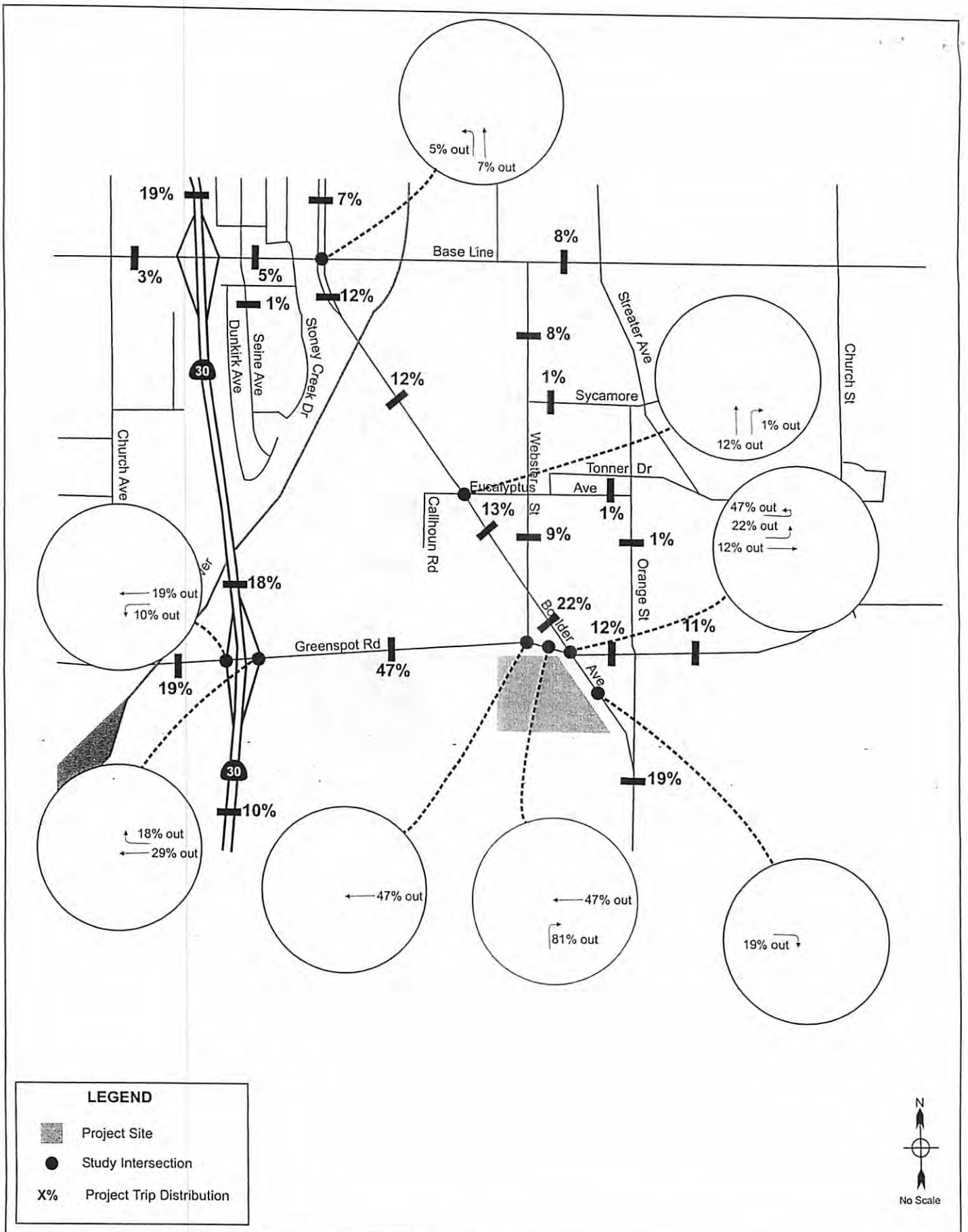

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Figure 11D

Project Trip Distribution - PM Peak Hour (Outbound)

Figures 12 and 13 indicate the near-term volume of project related traffic increases. Figures 14 and 15 show the future diverted trips at the driveways and nearby intersections for pass-by trips. Figures 16 and 17 indicate the total volume of future project related traffic increases. Future traffic levels in the project vicinity are expected to be changed by the amounts shown on these figures.

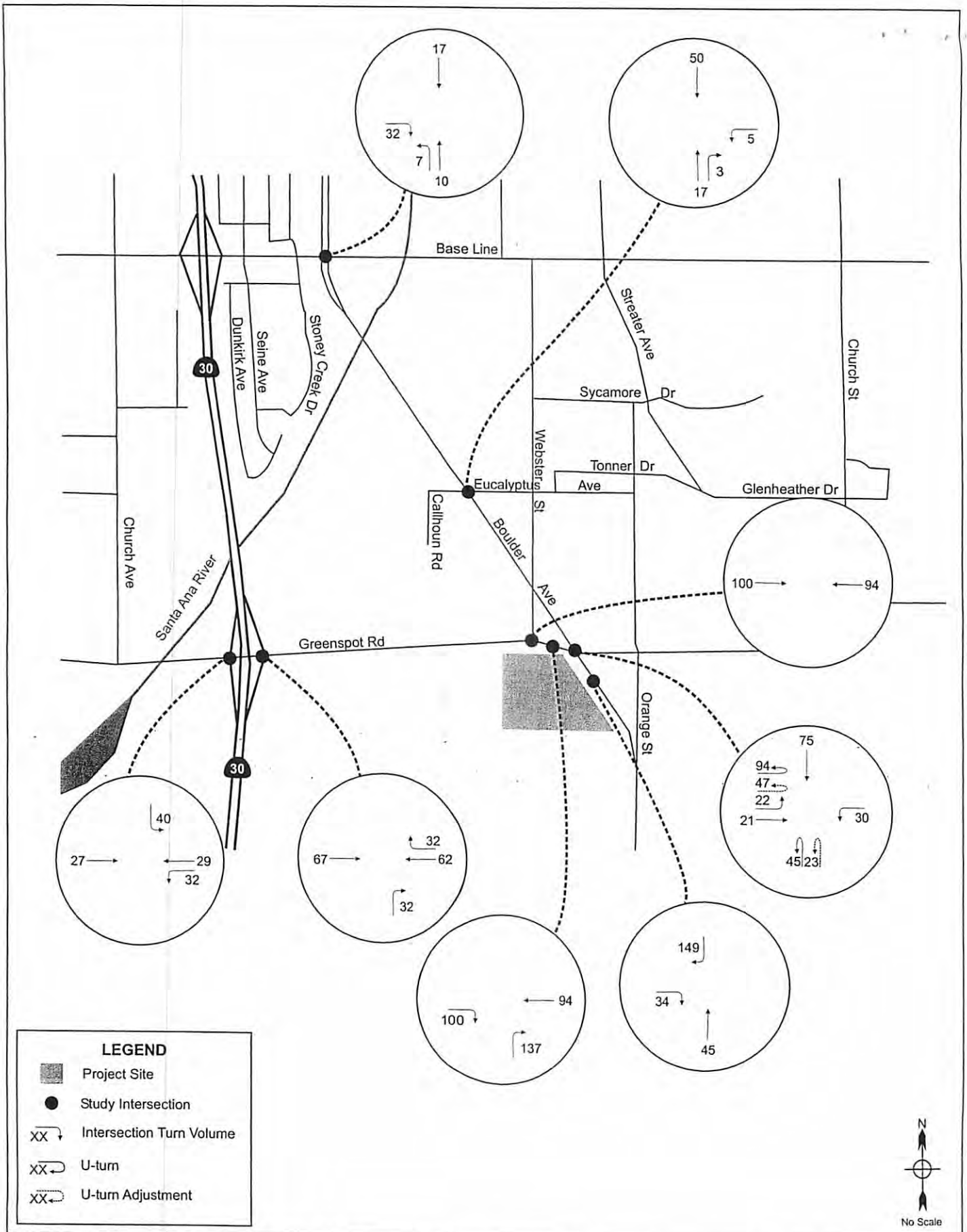

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Figure 12

Added Traffic Volumes - AM Peak Hour

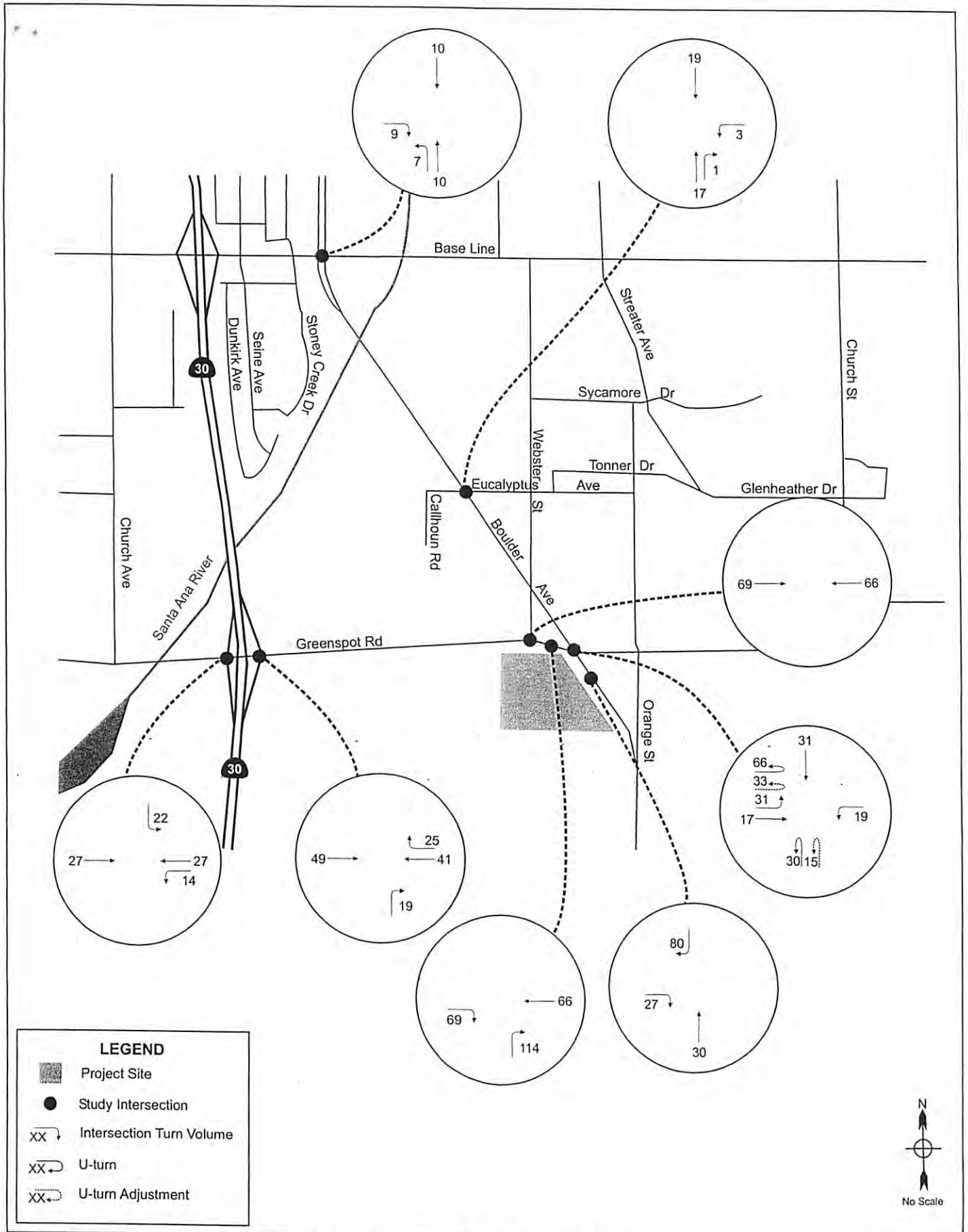

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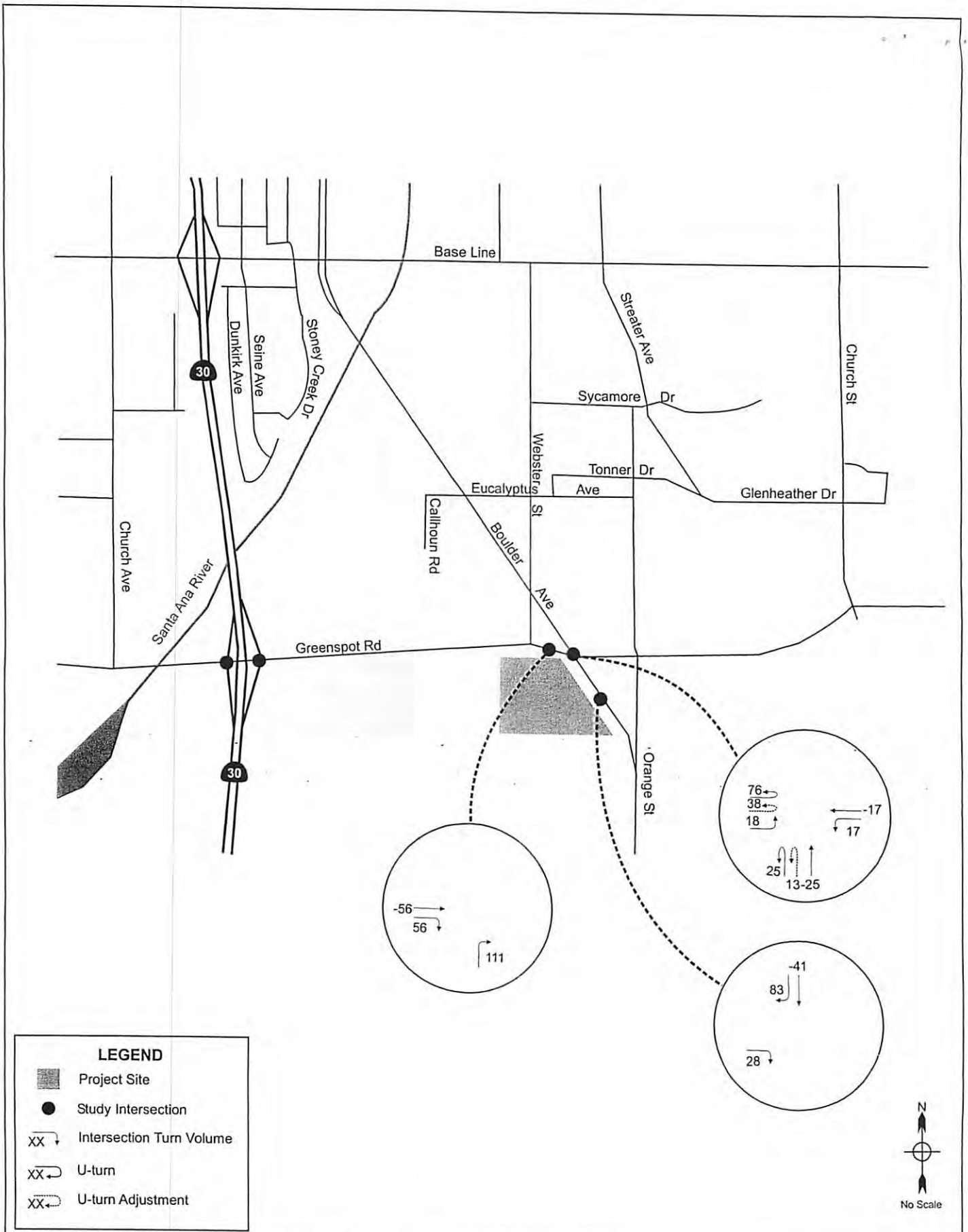
Figure 13

Added Traffic Volumes - PM Peak Hour



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Highland Retail - Traffic Impact Study

Figure 14

Passby Traffic Volumes - AM Peak Hour

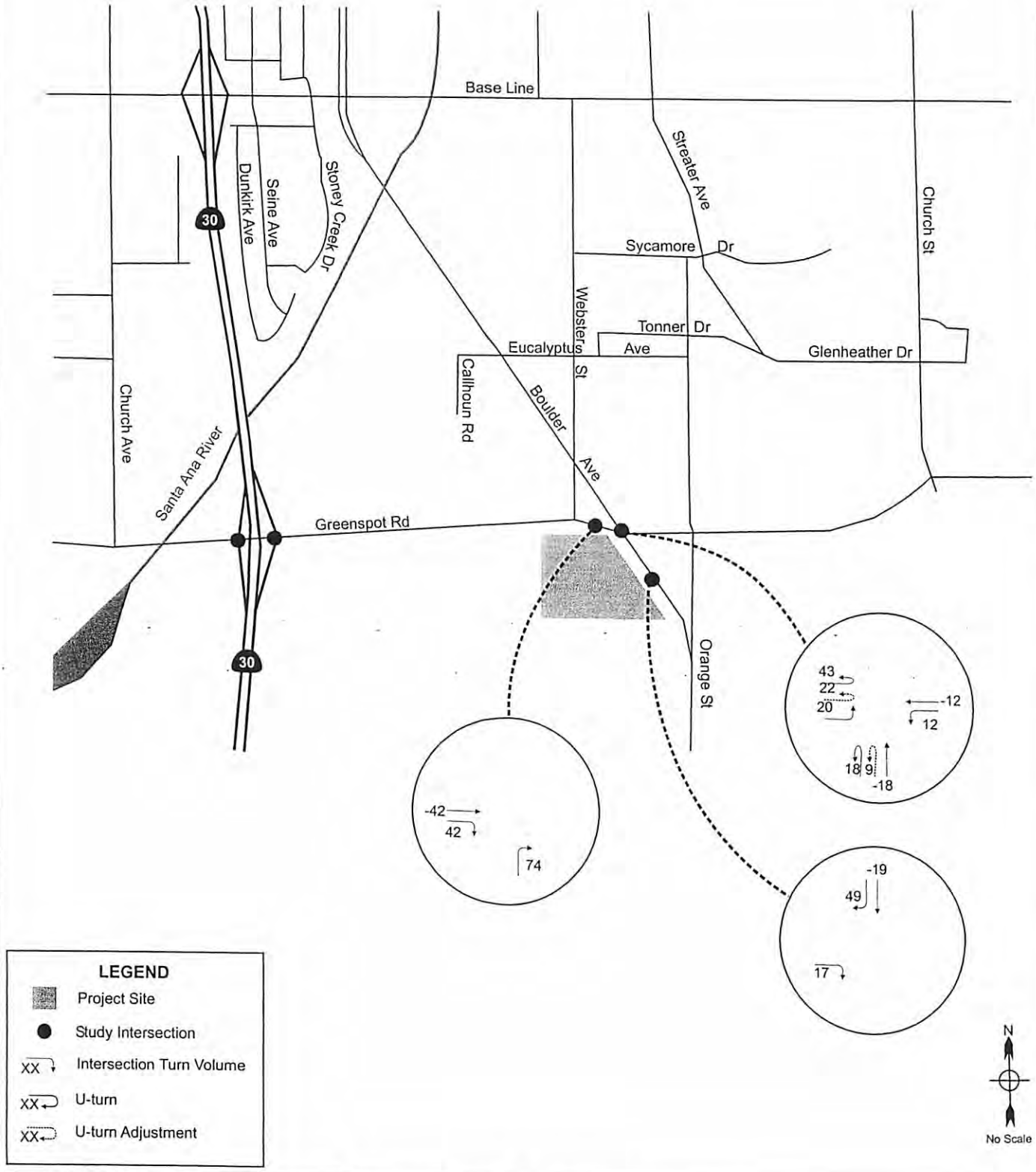

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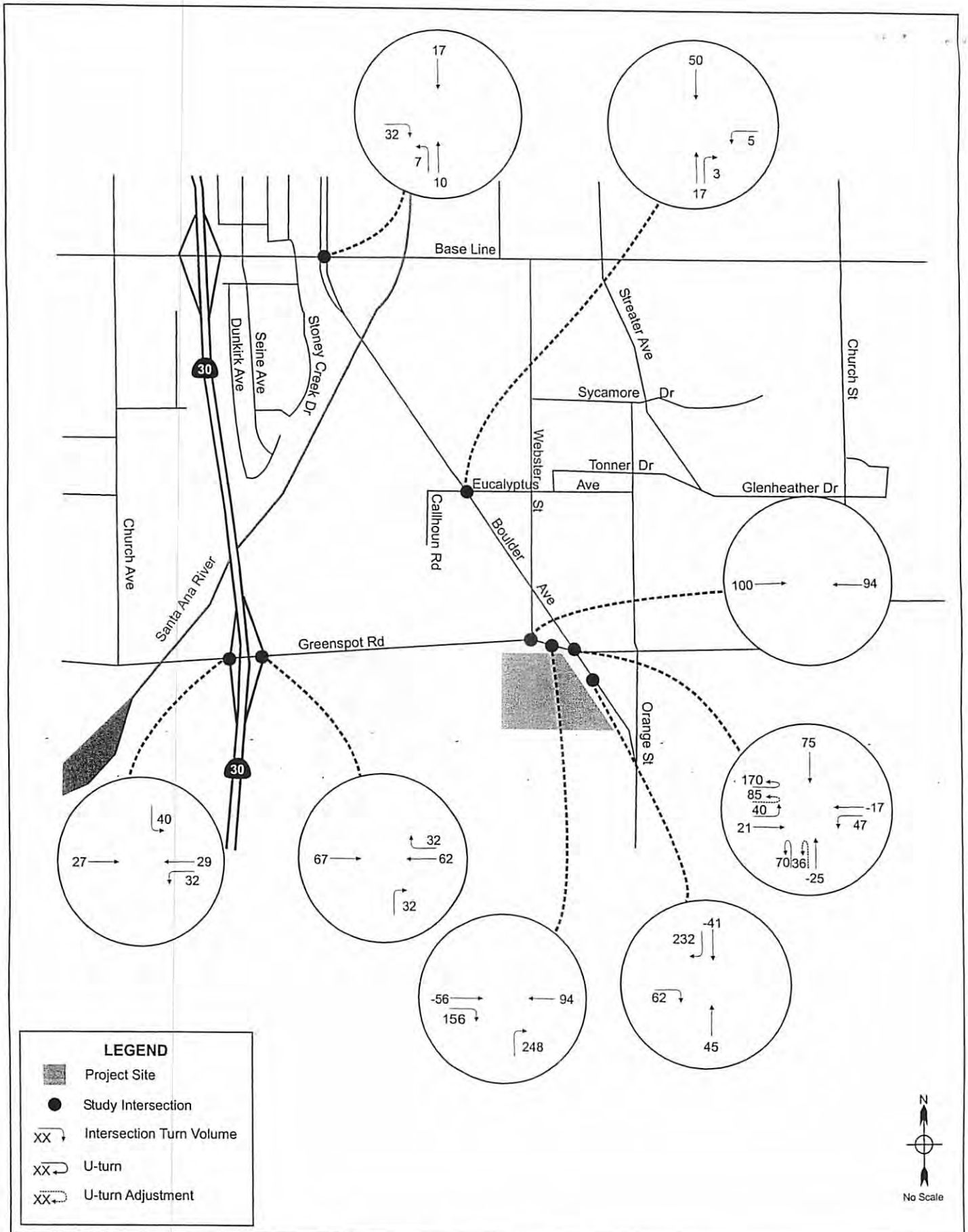
Figure 15

Passby Traffic Volumes - PM Peak Hour



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Highland Retail - Traffic Impact Study

Figure 16

Total Project Related Traffic Volumes - AM Peak Hour

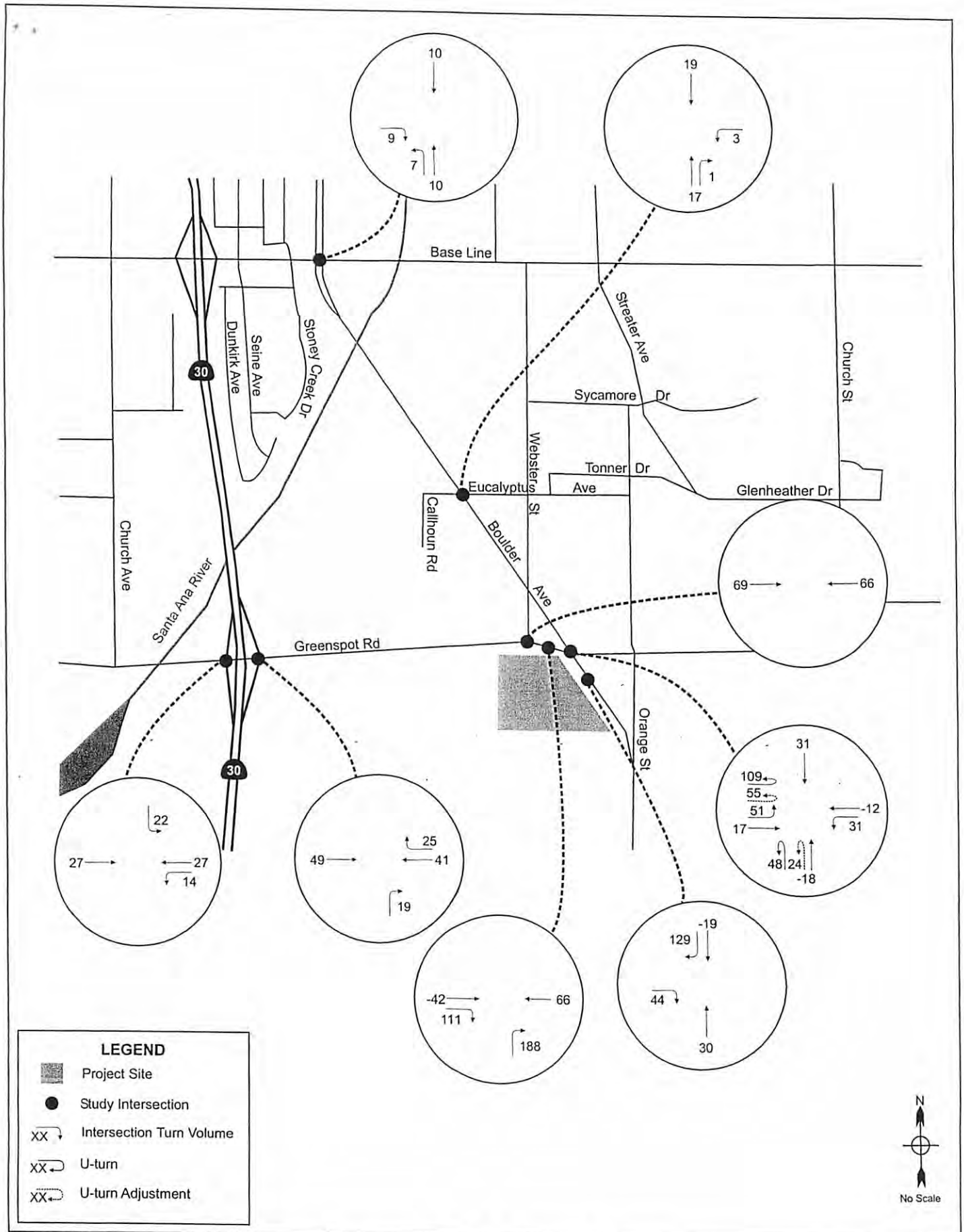

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Figure 17

Total Project - Related Traffic Volumes - PM Peak Hour

8. Near Term WITH Project Conditions (Year 2012)

This section documents the near term (Year 2012) traffic conditions with the addition of total project-related traffic to the surrounding street system.

Near Term Peak Hour Intersection Level of Service

The near term "WITH Project" traffic volumes were derived by adding the total project trips shown in Figures 16 and 17 to the future traffic volumes for the year 2012. Table 9 summarizes the results of the level of service analysis for the future "WITH Project" conditions.

Table 9
AM/PM Peak Hour Intersection Performance
Near Term WITH Project Conditions (Year 2012)

Intersection	AM Peak Hour				PM Peak Hour			
	Delay (sec)		Level of Service		Delay (sec)		Level of Service	
	Average	Poorest Movement	Average	Poorest Movement	Average	Poorest Movement	Average	Poorest Movement
Unsignalized Intersections								
Project Driveway at Greenspot Rd.	1.2	12.9	A	B	1.3	22.9	A	C
Project Driveway at Boulder Ave.	0.5	11.5	A	B	0.5	9.3	A	A
Greenspot Rd. at Webster Ave.	5.1	63.6	A	F	2.7	20.0	A	C
Eucalyptus Ave. at Boulder Ave.	10.4	84.1	B	F	>120.0	>120.0	F	F
Signalized Intersections								
	Delay (sec)		Level of Service		Delay (sec)		Level of Service	
	Average		LOS		Average		LOS	
Greenspot Rd. at Boulder Ave.	99.5		F		72.6		E	
Greenspot Rd. at SR-30 NB Ramps	43.4		D		>120.0		F	
Greenspot Rd. at SR-30 SB Ramps	31.4		C		>120.0		F	
Base Line St. at Boulder Ave.	33.2		C		40.1		D	

Note: Delay based on seconds per vehicle average. LOS = Level of Service.

As shown in Table 9, the intersections are forecast to operate at Level of Service D or better during the AM or PM peak hour except the following:

- Greenspot Road at Webster Street for the poorest movement (AM peak hour)
- Eucalyptus Avenue at Boulder Avenue (AM and PM peak hours)
- Greenspot Road at Boulder Avenue (AM and PM peak hours)
- Greenspot Road at SR-30 Northbound Ramp (PM peak hour)
- Greenspot Road at SR-30 Southbound Ramp (PM peak hour)

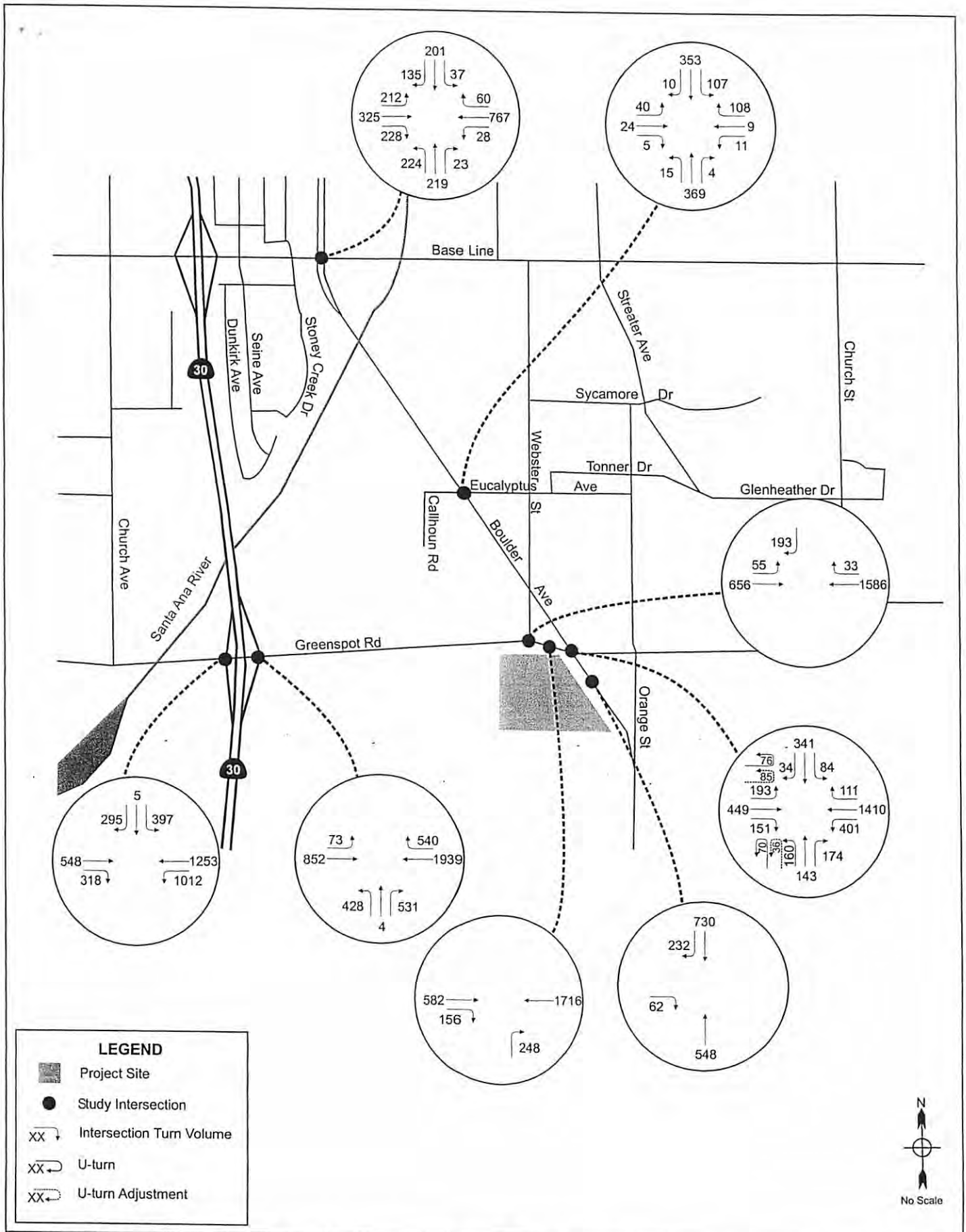

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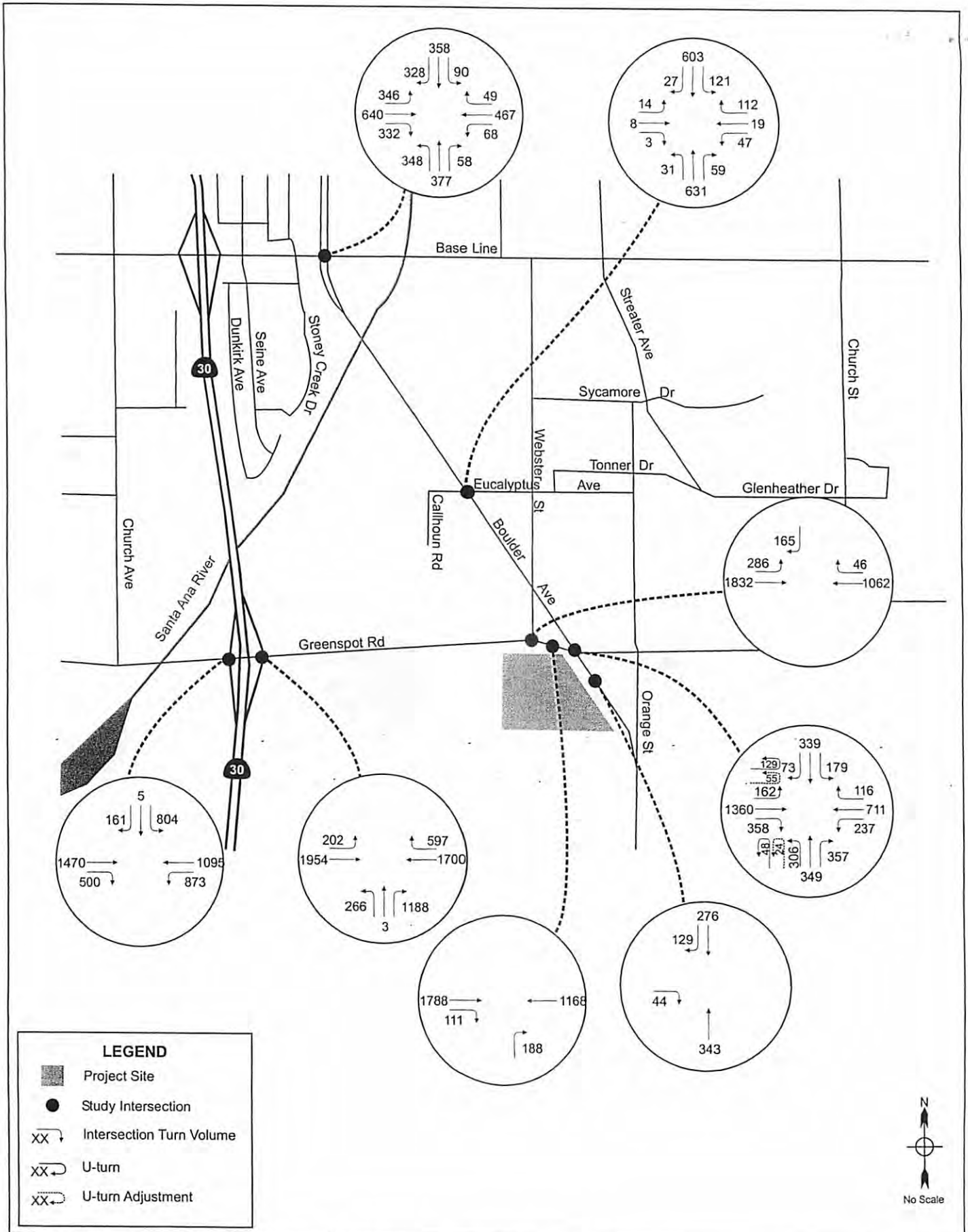
Figure 18

Near Term (Year 2012) Traffic Volumes with Project Traffic - AM Peak Hour



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Highland Retail - Traffic Impact Study

Figure 19

Near Term (Year 2012)Traffic Volumes with Project Traffic - PM Peak Hour

Project 7

TRAFFIC IMPACT STUDY

Centerstone Subdivision

City of Highland, California

Prepared for:

City of Highland
27215 Base Line
Highland, CA 92346
(909) 864-8732

Prepared by:

Hernandez, Kroone & Associates
234 East Drake Drive
San Bernardino, CA 92408
(909) 884-3222

September 2009

INTRODUCTION

This analysis was prepared to determine the potential traffic impacts of the Centerstone Subdivision, a housing development proposed at the southeast corner of the Greenspot Road / Orange Street intersection. The project will provide 133 units of single family detached housing. The 21 acre site is located approximately 800 feet east of the intersection of Boulder Avenue / Greenspot Road in the City of Highland, California. (See Vicinity Map)

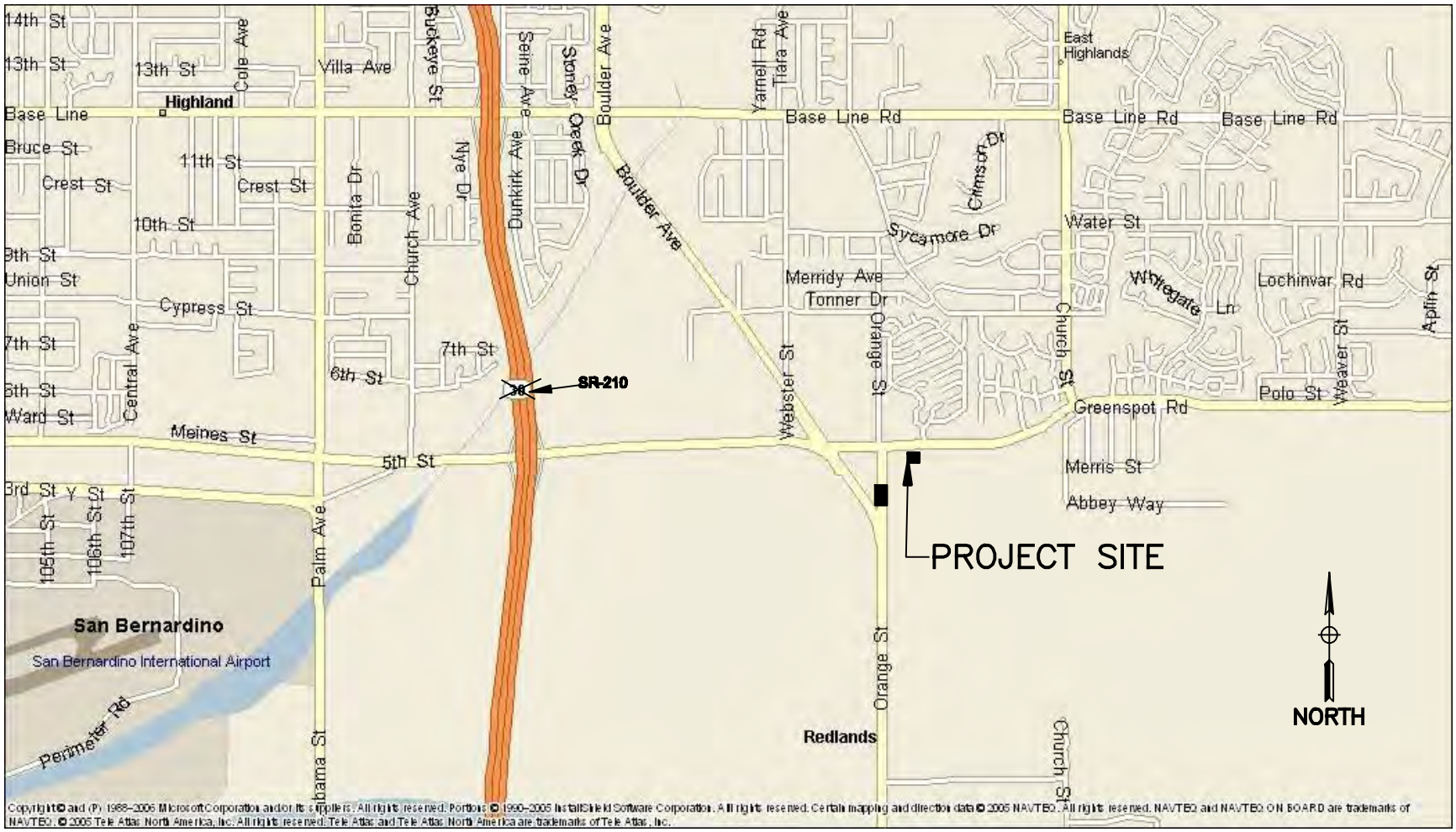
The site is currently undeveloped land. There is a mobile home park west of the project at the southwest corner of the Greenspot Road / Orange Street intersection. The property directly north of the site is developed as single family homes, with two operating schools and a post office under construction nearby. The property south of the project includes the easement for the Metropolitan Water District of Southern California Inland Feeder Pipeline, the Santa Ana River Wash and two land leases to gravel mining companies.

The land immediately to the east of the project is vacant. The site is proposed to be developed as Blossom Trails Subdivision consisting of 14 single family homes and 306 condos / town homes. The 14 single family homes will be north of Greenspot Road and the 306 condos / town homes will be south of Greenspot Road. Urban Crossroads completed a traffic study for the Blossom Trails project on January 27, 2006.

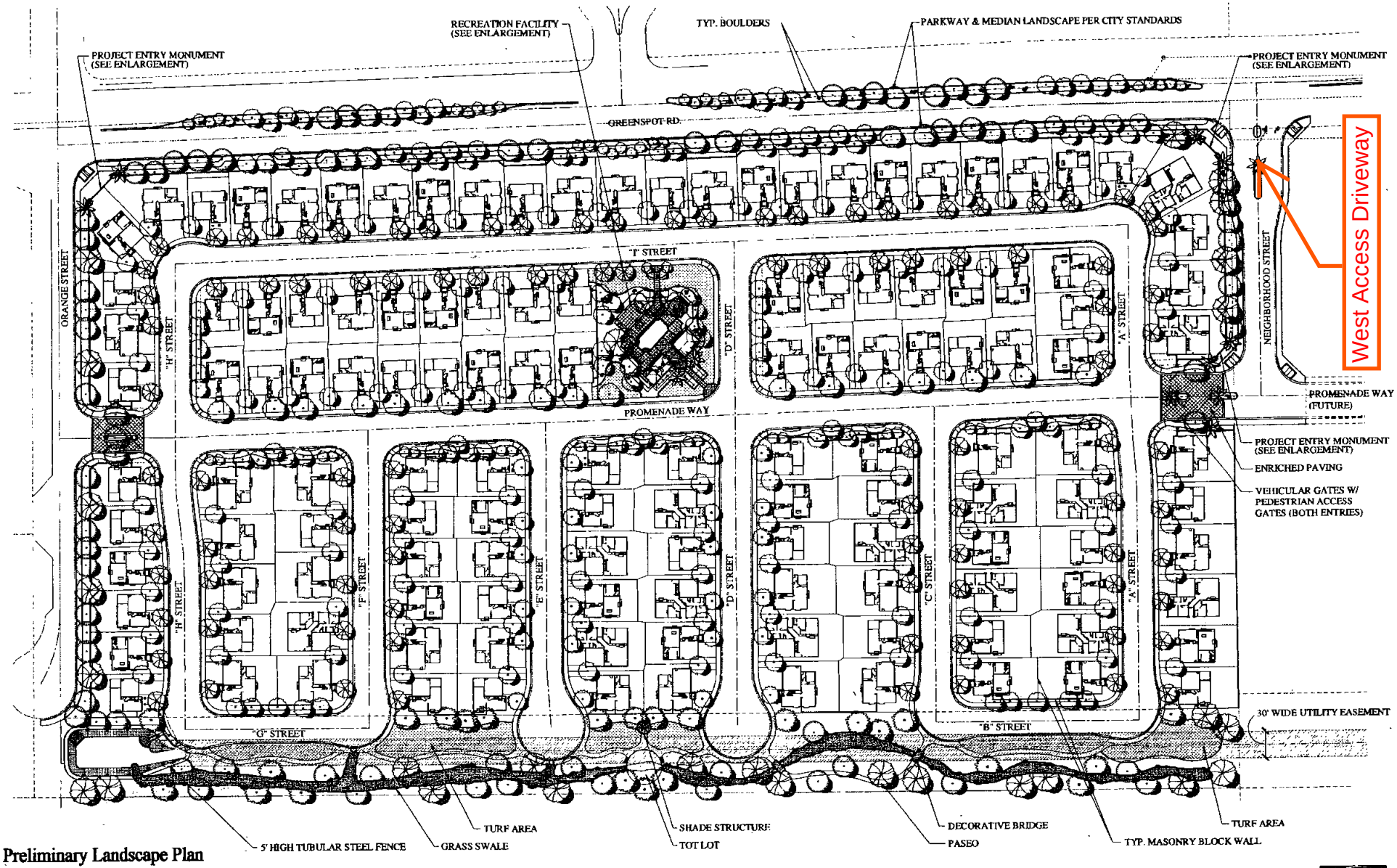
In the January 2006 traffic study the Blossom Trails Subdivision and the Centerstone Subdivision were anticipated to share an access to Greenspot Road about 1,320 feet east of Orange Street. Since that access was on the west side of the Blossom Trails project, it was called the “West Access Driveway”. This access will be called the “West Access Driveway” in this traffic study as well even though it is on the east side of the development. (See Site Plan)

Centerstone Subdivision’s other access will be at Orange Street / Greenspot Road. The main thrust of the study will be to analyze the West Access Driveway in the absence of the Blossom Trails development. This traffic study is a revision of the one completed December 2008. The number of dwelling units was changed from 120 to 133. This is an increase of 13 trips during the PM Peak Period. The exhibits, tables, analysis and conclusions have been revised to reflect this change.

This traffic study was completed with generally accepted procedures and reflects the opinions of Hernandez, Kroone & Associates.



Hernandez, Kroone & Associates, Inc — CONSULTING ENGINEERS — PLANNING - DESIGN - SURVEYING 234 EAST DRAKE DRIVE SAN BERNARDINO, CA 92408 (909) 884-3222 FAX (909) 383-1577 E-MAIL	OWNER CENTERSTONE SUBDIVISION	08–1030
	DESCRIPTION VICINITY MAP	DATE 12/08/08



Preliminary Landscape Plan

Centerstone @ Woodbridge Trails

Highland, California

Centerstone Communities, Inc.

SCALE: 1" = 40'-0"

NUVIS
LANDSCAPE ARCHITECTURE
AND PLANNING
CA 1226 NV 396

SHT 1 OF 3

The Single Family-Detached Housing category was used to approximate the number of AM and PM Peak Period trips in and out of the proposed 133 units housing development. These trips are summarized in Table 2 below. The detailed calculations can be found in Appendix C.

Table 2: Project Trip Summary Table

Development Type	**AM Peak Period**			**PM Peak Period**			**ADT[1]**
	Total	**In**	**Out**	**Total**	**In**	**Out**	
Single Family-Detached Housing	100	25	75	134	84	50	1,273

[1]*ADT (Average Daily Trips) is the average number of vehicles expected to enter or leave the site during one day.*

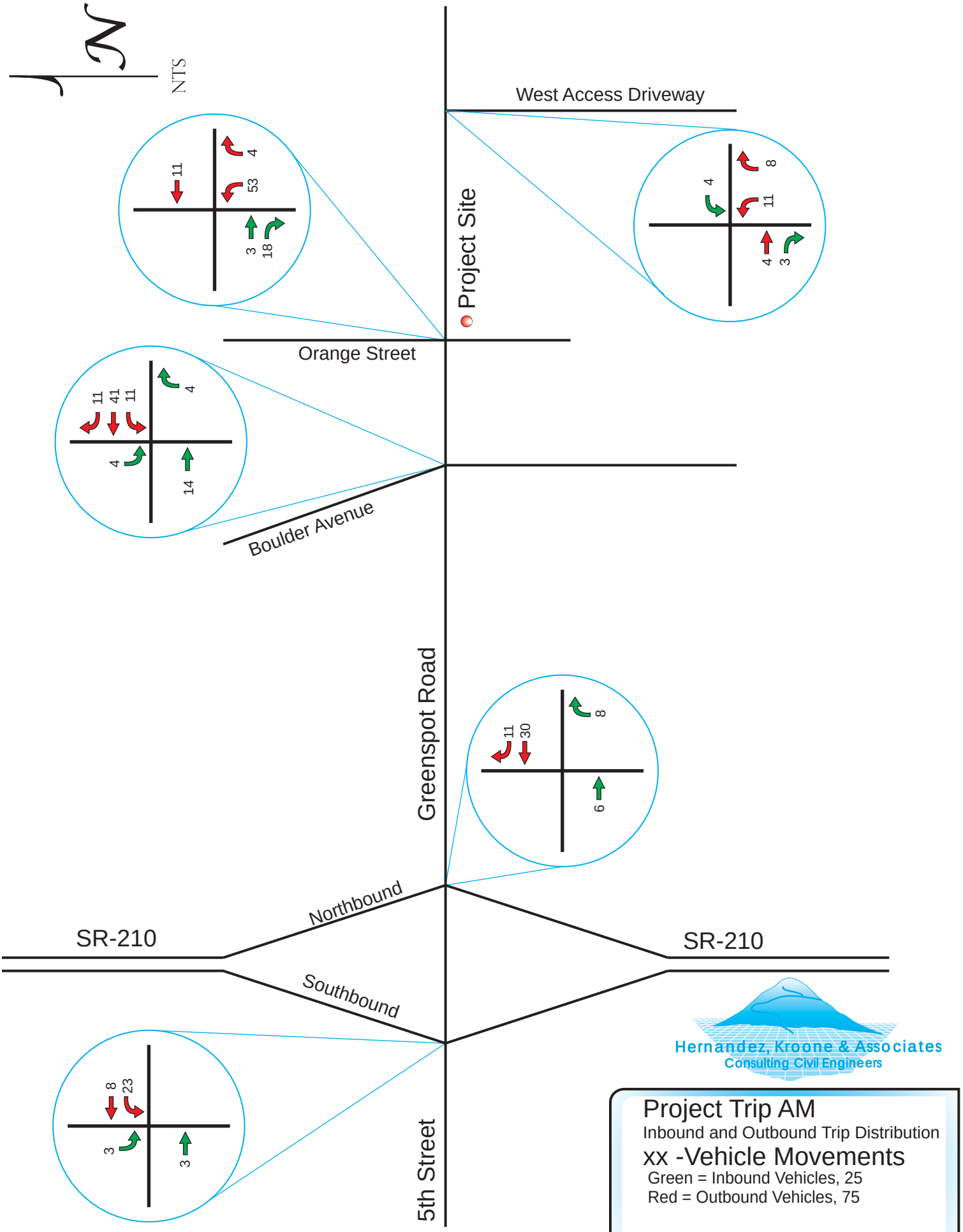
PROJECT TRIP DISTRIBUTION

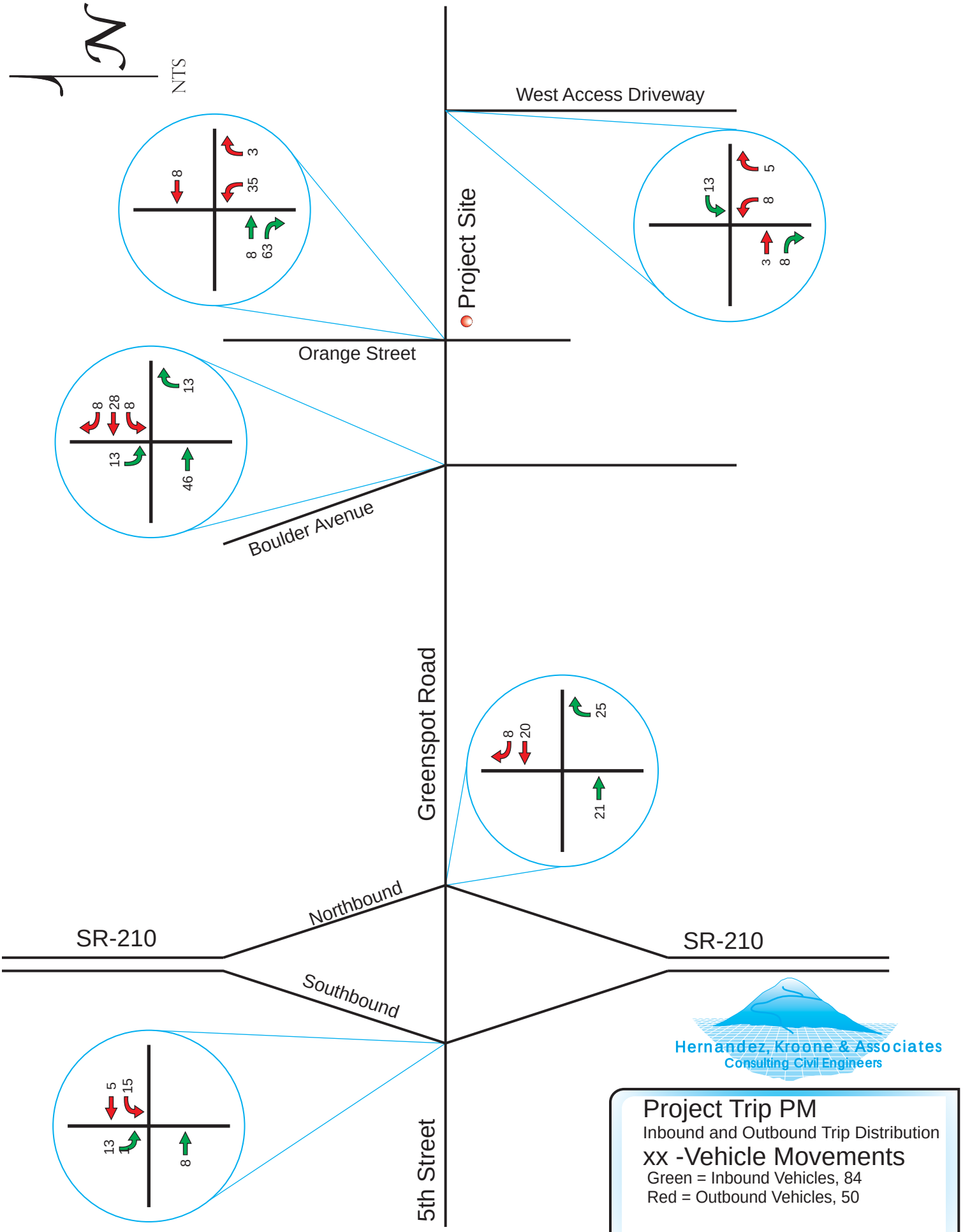
To the west of the Centerstone Subdivision is access to the Cities of Highland, San Bernardino, Redlands, schools, post office, or shopping via Boulder Avenue and SR-210 to Interstate 10 (I-10) or Interstate 215 (I-215). The Golden Triangle area west of Centerstone will be developing in the next few years and will provide a major attraction for shopping, entertainment, work and dining. To the east of the site are smaller shopping centers, subdivisions and indirect rural access to the unincorporated area of Mentone and the mountains. The Urban Crossroads study anticipated that 85% of the project traffic would leave to the west or arrive from the west. This distribution will be used for this analysis of the Centerstone development. The project's trip distribution is shown in Appendix C.

BACKGROUND TRAFFIC GROWTH

Growth Rate

In order to accurately model the traffic conditions for future scenarios, it is necessary to increase the background (existing) traffic in addition to adding in the cumulative project trips. A 2% growth rate per year will be assumed to the Opening Year for this analysis. Opening Year is assumed to be 2011. This will result in an overall increase of 6% to the existing counts at the study intersections.


NTS
West Access Driveway
Project Site
Orange Street
Boulder Avenue
Greenspot Road
Northbound
Southbound
SR-210
SR-210
5th Street
11
4
53
3
18
4
8
11
4
3
11
41
11
4
4
14
11
30
8
6
8
23
3
3
Hernandez, Kroone & Associates
Consulting Civil Engineers
Project Trip AM
Inbound and Outbound Trip Distribution
xx -Vehicle Movements
Green = Inbound Vehicles, 25
Red = Outbound Vehicles, 75


NTS
West Access Driveway
Project Site
Orange Street
Boulder Avenue
Greenspot Road
Northbound
Southbound
SR-210
SR-210
5th Street
3
35
8
8
63
13
5
8
13
3
8
8
28
8
13
13
46
8
20
25
21
5
15
13
1
8
Hernandez, Kroone & Associates
Consulting Civil Engineers
Project Trip PM
Inbound and Outbound Trip Distribution
xx -Vehicle Movements
Green = Inbound Vehicles, 84
Red = Outbound Vehicles, 50

Project 8

TABLE 1

PROJECT TRIP GENERATION RATES[1]

Land Use[1]	ITE LU Code	Quantity	Units[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
PLANNING AREA 1 (COMMERCIAL)										
Phase 1:										
Shopping Center	820	588	TSF	0.45	0.29	0.74	1.74	1.81	3.55	36.53
Phase 2:										
Fast Food w/ Drive Thru	934	4	TSF	25.17	24.18	49.35	17.60	16.24	33.84	496.12
Gasoline/Service Station w/Conven. Mkt.[3]	945	3.6	TSF	40.44	38.86	79.30	48.54	48.54	97.08	1064.40
PLANNING AREA 2 (RESIDENTIAL):										
Apartment	220	546	Occupied DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
PLANNING AREA 3 (VILLAGE CENTER - MIXED USE):										
Shopping Center	820	91	TSF	0.98	0.62	1.60	3.22	3.35	6.57	70.19
Fast Food w/ Drive Thru	934	7.2	TSF	25.17	24.18	49.35	17.60	16.24	33.84	496.12
Drive-in Bank	912	10	TSF	6.92	5.43	12.35	12.91	12.91	25.82	148.15
Apartment	220	150	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
Senior Adult Housing - Attached	252	104	Occupied DU	0.05	0.08	0.13	0.10	0.06	0.16	3.48
Hotel	310	240	Occupied RM	0.39	0.28	0.67	0.34	0.36	0.70	8.92

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eighth Edition (2008).

[2] TSF = Thousand Square Feet; DU = Dwelling Unit; RM = Room

[3] The daily trip rate is based on PM Peak Hour to Daily Trip Ratio for ITE Code 946 (Service Station with Conv. Market and Car Wash)

TABLE 2 (PAGE 1 OF 2)

PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
TAZ 1 (COMMERCIAL)									
Phase 1									
Shopping Center	588	TSF	265	171	436	1,023	1,064	2,087	21,480
Phase 1 Subtotal			265	171	436	1,023	1,064	2,087	21,480
"Pass-By" Trips (25% Commercial Only) [2]			*-55*	*-55*	*-109*	*-261*	*-261*	*-522*	*-5,370*
Phase 1 Subtotal (less "Pass-By")			210	116	326	762	803	1,565	16,110
Phase 2									
Fast Food w/ Drive Thru	4	TSF	101	97	198	70	65	135	1,984
Gasoline/Service Station w/Conven. Mkt.	3.6	TSF	146	140	286	175	175	350	3,832
Phase 2 Subtotal			247	237	484	245	240	485	5,816
"Pass-By" Trips (25% Commercial Only) [2]			*-61*	*-61*	*-121*	*-61*	*-61*	*-121*	*-1,454*
Phase 2 Subtotal (less "Pass-By")			186	176	362	184	179	363	4,362
TOTAL PLANNING AREA 1 (without "pass-by" reduction)			512	408	920	1,268	1,304	2,572	27,296
TOTAL PLANNING AREA 1 (less "pass-by")			396	292	688	946	982	1,928	20,472
TAZ 2 (RESIDENTIAL)									
Apartment	546	DU	55	224	279	218	120	338	3,631
TOTAL PLANNING AREA 2			55	224	279	218	120	338	3,631
TAZ 3 (MIXED USE)									
Shopping Center	91	TSF	89	56	145	293	305	598	6,387
Fast Food w/ Drive Thru	7.2	TSF	181	174	355	127	117	244	3,572
Drive-in Bank	10	TSF	69	54	123	129	129	258	1,482
Subtotal for Commercial Uses			339	284	623	549	551	1,100	11,441
Apartment	150	DU	15	62	77	60	33	93	998
Senior Adult Housing - Attached	104	Occupied DU	5	8	13	10	6	16	362
Hotel	240	Occupied RM	94	67	161	82	86	168	2,141
Subtotal for Residential Uses			114	137	251	152	125	277	3,501
TOTAL PLANNING AREA 3			453	421	874	701	676	1,377	14,942

STUDY AREA PROJECT TRIP GENERATION							
Gross Total Commercial	*851*	*692*	*1,543*	*1,817*	*1,855*	*3,672*	*38,737*
Internal Capture with residential Uses [3]	*-43*	*-48*	*-91*	*-130*	*-115*	*-245*	*-2,532*
TOTAL COMMERCIAL *(with Internal Capture)*	808	644	1,452	1,687	1,740	3,427	36,205
Gross Total Residential	*169*	*361*	*530*	*370*	*245*	*615*	*7,132*
Internal Capture with Commercial Uses [3]	*-48*	*-43*	*-91*	*-115*	*-130*	*-245*	*-2,532*
TOTAL RESIDENTIAL *(with Internal Capture)*	121	318	439	255	115	370	4,600
TOTAL PROJECT TRIPS *(with Intenal Capture)*	929	962	1,891	1,942	1,855	3,797	40,805

TABLE 2 (PAGE 2 OF 2)

PROJECT TRIP GENERATION SUMMARY

EXTERNAL TRIPS PROJECT TRIP GENERATION							
	AM Peak Hour			PM Peak Hour			
	In	Out	Total	In	Out	Total	Daily
Total Commercial (with Internal Capture) [4]	*808*	*644*	*1,452*	*1,687*	*1,740*	*3,427*	*36,205*
"Pass-By" Trips Total (25% Commercial Only) [2]	*-182*	*-182*	*-363*	*-429*	*-429*	*-857*	*-9,051*
TOTAL PROJECT COMMERCIAL *(less internal capture, less "pass-by")*	626	462	1,088	1,258	1,311	2,569	27,154
TOTAL RESIDENTIAL *(less internal capture)*	121	318	439	255	115	370	4,600
NET PROJECT EXTERNAL TRIPS	747	780	1,527	1,513	1,426	2,939	31,754
USED IN SUBSEQUENT ANALYSIS	793	838	1,631	1,524	1,427	2,951	32,765
DIFFERENCE	46	58	104	11	1	12	1,011
% DIFFERENCE	6.2%	7.4%	6.8%	0.7%	0.1%	0.4%	3.2%

[1] TSF = Thousand Square Feet; DU = Dwelling Unit; RM = Room

[2] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without route diversion. It should be noted that the pass-by reductions are applied after the internal capture reductions are taken. Pass-By reduction will not be applied to the project driveways and the intersections adjacent to the project site.

[3] Internal capture reductions include interactions between commercial, office, and residential uses. The internal capture rates are based upon data collected by the Institute of Transportation Engineers (ITE) and included in the Trip Generation Handbook, Chapter 7, Multi-Use Development.

[4] As mentioned previously, Pass-By trips are not applied at the project driveways and intersections adjacent to the site. Therefore, the following trip generation is utilized at the following intersections only: 1.) All Project Access points 2.) SR-210 NB Ramps/Greenspot Rd. 3.)Webster St./Greenspot Rd. 4.) Webster St./Boulder Ave.

PROJECT ONLY PEAK HOUR INTERSECTION VOLUMES

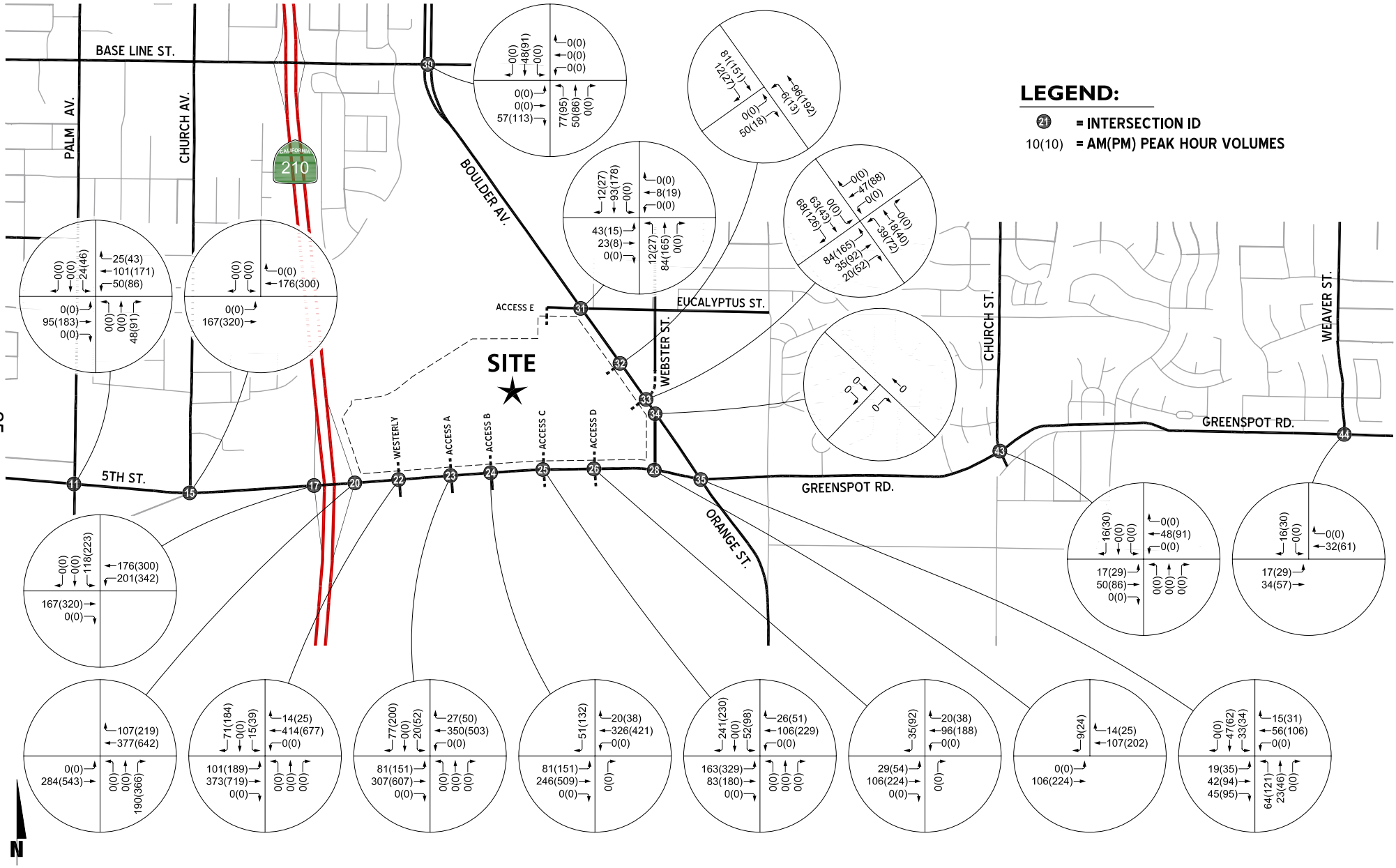


EXHIBIT E

PROJECT PASS-BY ONLY PEAK HOUR INTERSECTION VOLUMES

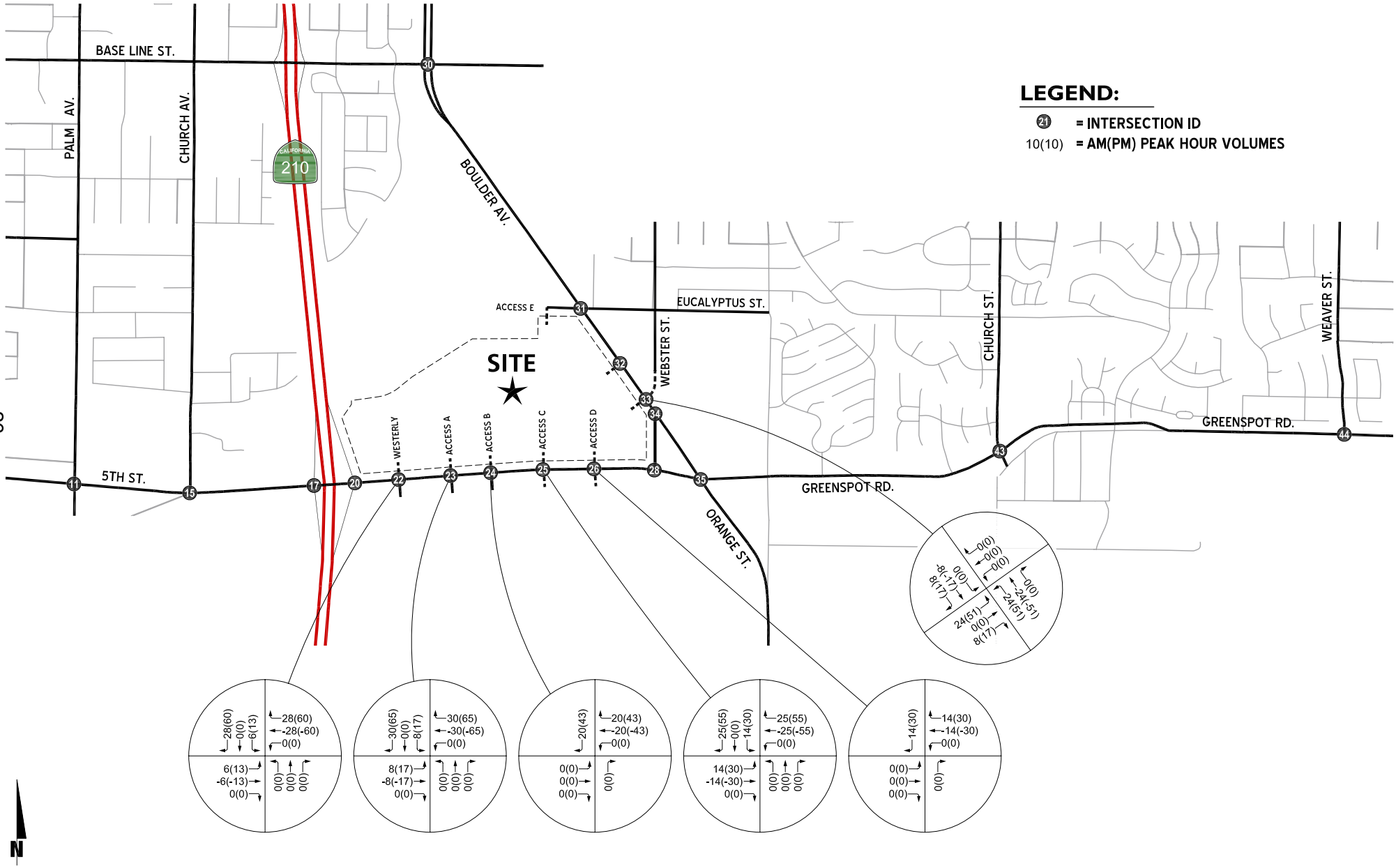
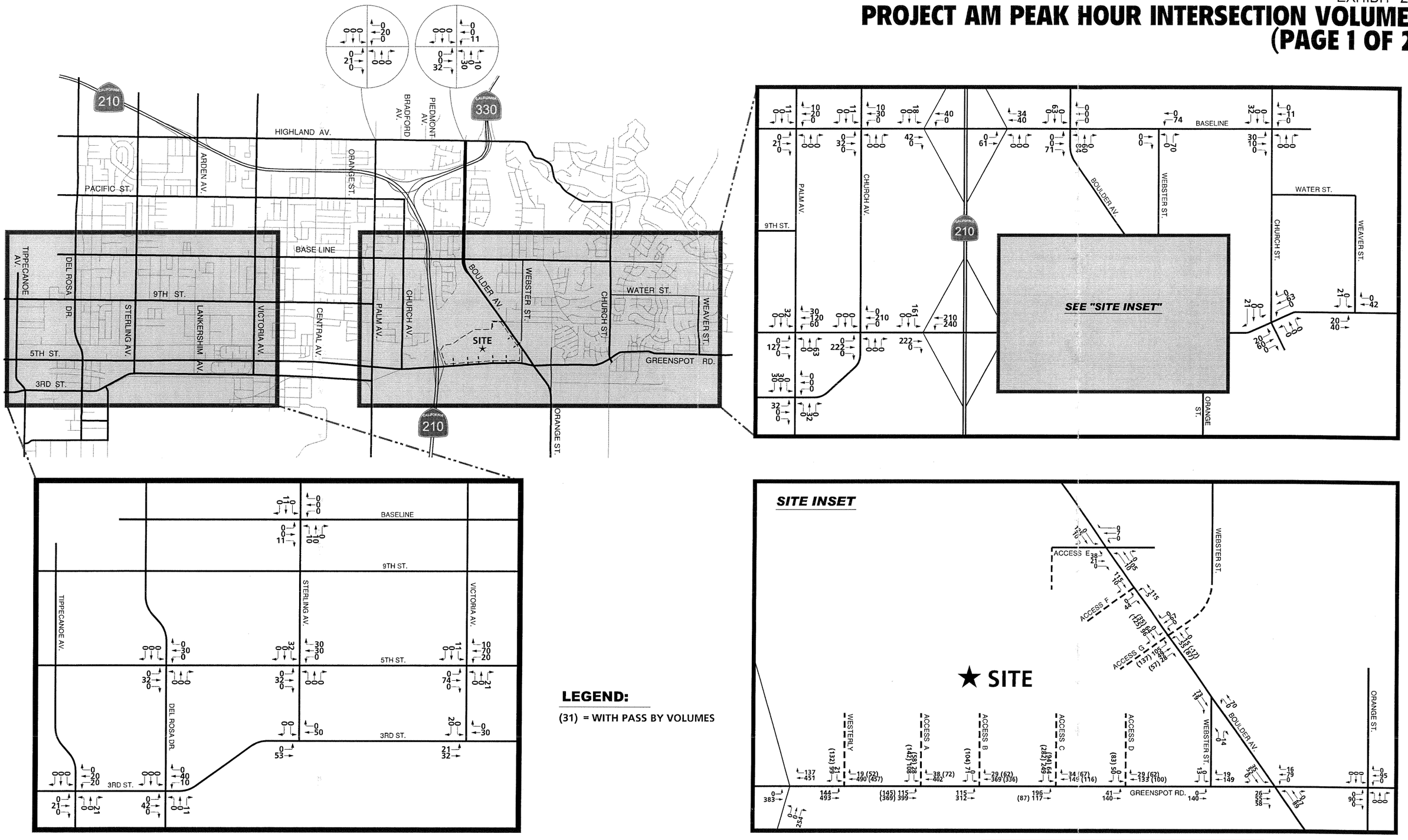


EXHIBIT 2-D

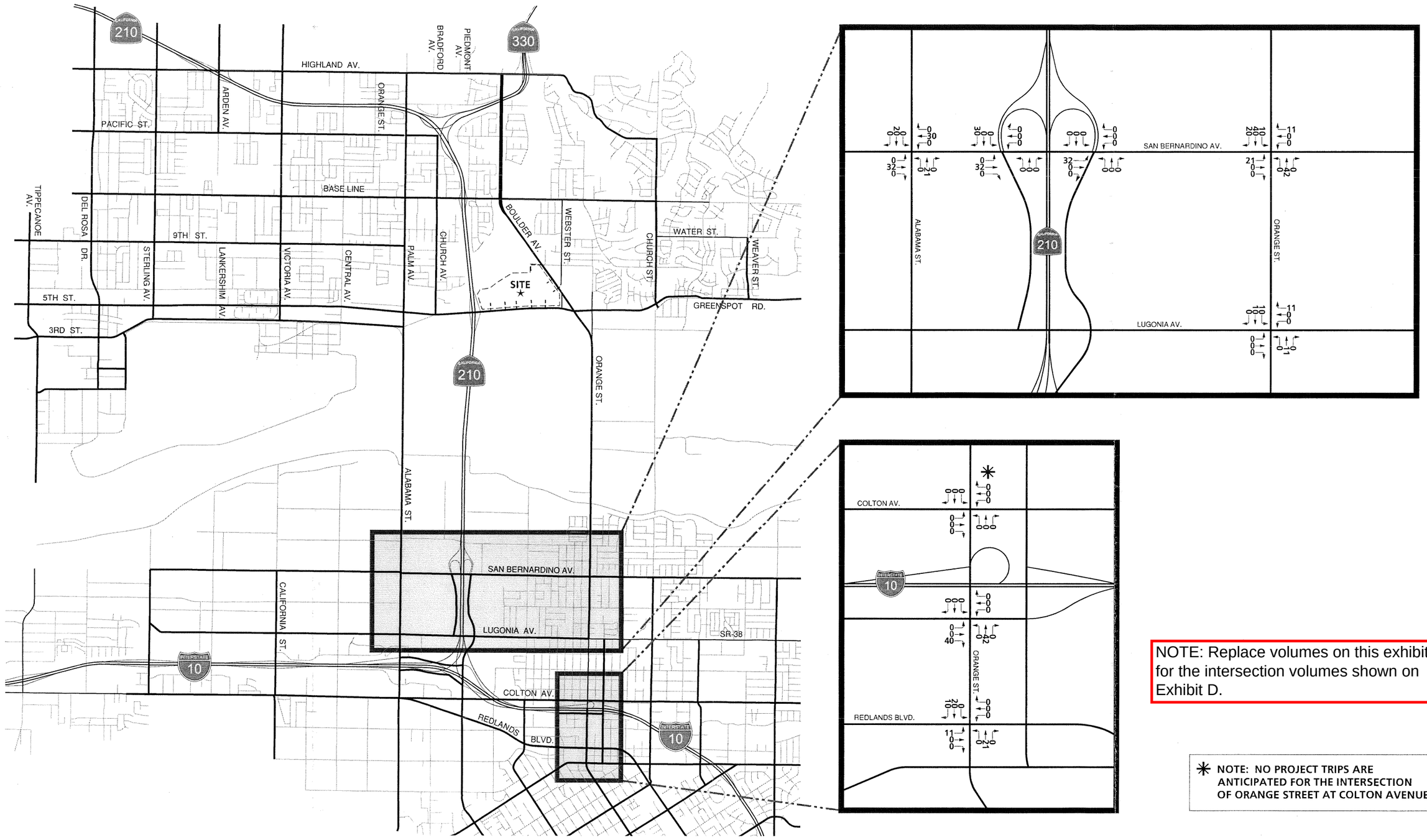
PROJECT AM PEAK HOUR INTERSECTION VOLUMES (PAGE 1 OF 2)



NOTE: Replace volumes on this exhibit for the intersection volumes shown on Exhibit D.

EXHIBIT 2-D

PROJECT AM PEAK HOUR INTERSECTION VOLUMES (PAGE 2 OF 2)

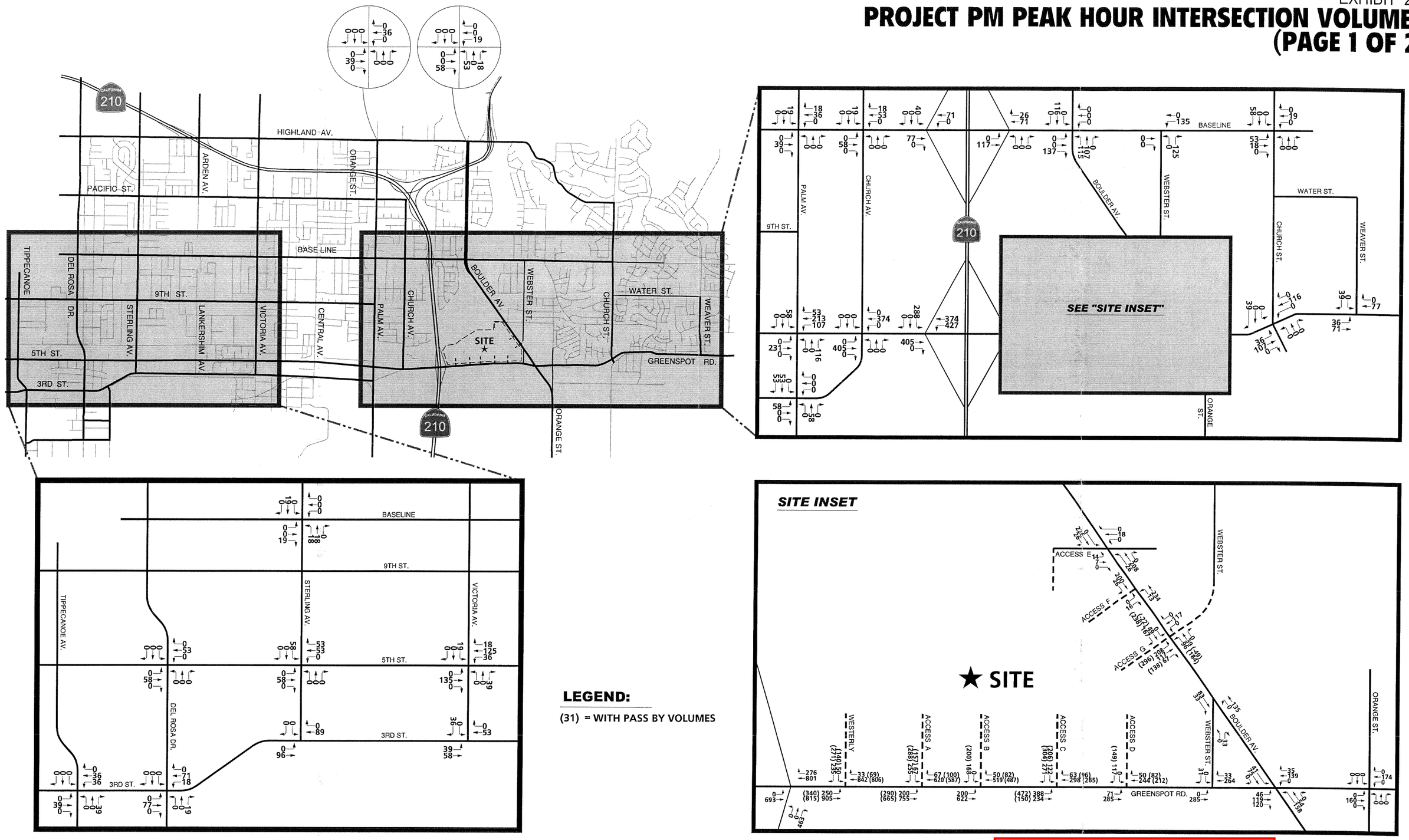


NOTE: Replace volumes on this exhibit for the intersection volumes shown on Exhibit D.

✳ NOTE: NO PROJECT TRIPS ARE ANTICIPATED FOR THE INTERSECTION OF ORANGE STREET AT COLTON AVENUE

EXHIBIT 2-E

PROJECT PM PEAK HOUR INTERSECTION VOLUMES (PAGE 1 OF 2)



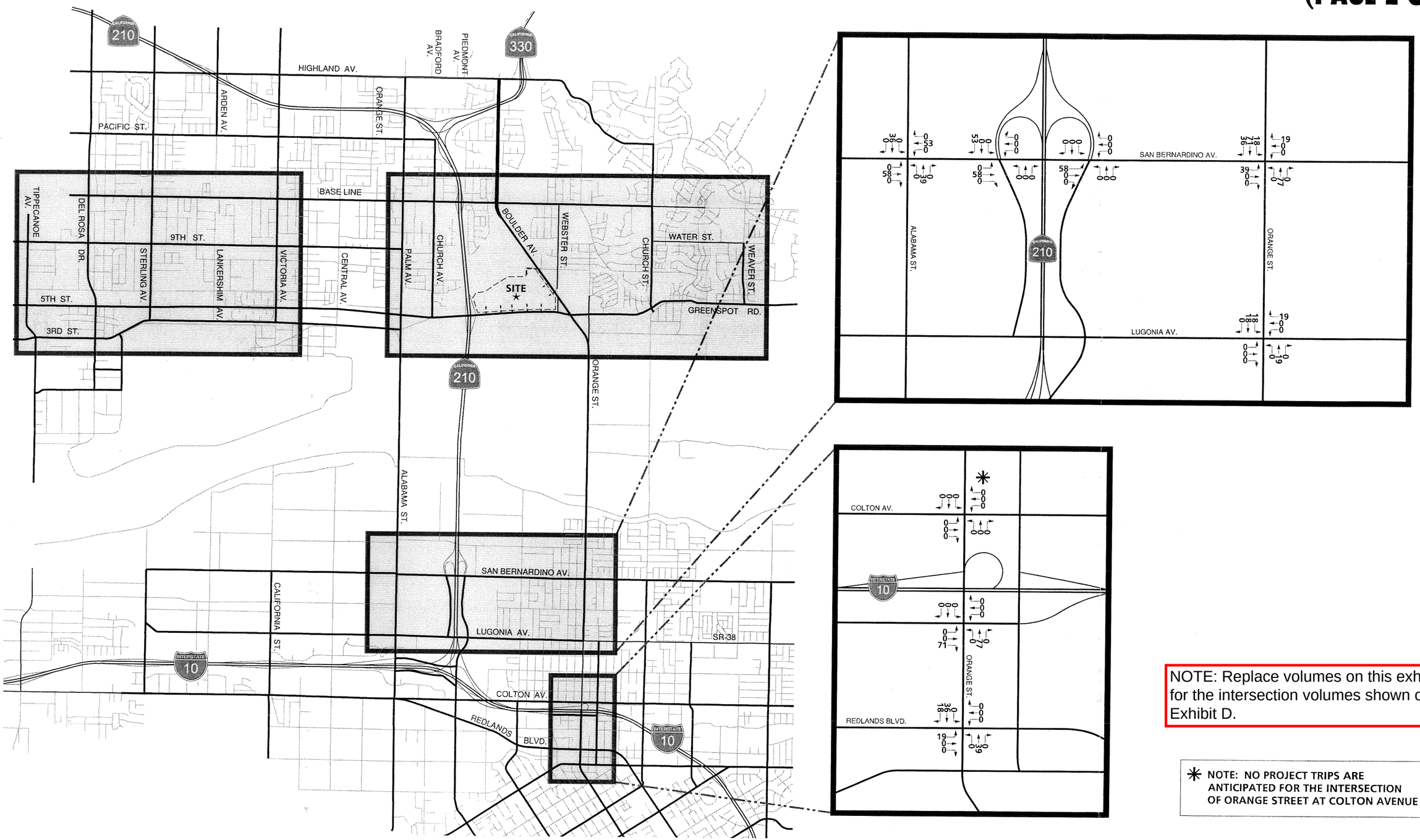
LEGEND:

(31) = WITH PASS BY VOLUMES

NOTE: Replace volumes on this exhibit for the intersection volumes shown on Exhibit D.

EXHIBIT 2-E

PROJECT PM PEAK HOUR INTERSECTION VOLUMES (PAGE 2 OF 2)



NOTE: Replace volumes on this exhibit for the intersection volumes shown on Exhibit D.

✳ NOTE: NO PROJECT TRIPS ARE ANTICIPATED FOR THE INTERSECTION OF ORANGE STREET AT COLTON AVENUE

Project 9

David Chong
5 Lot SFD, North of Highland

The eastern site boundary abuts a new single-family residential development in the City of Highland. Building pads of the adjacent development are elevated above the project site. The southern site boundary is adjacent to two single-family residences in the City of Highland located off of Applewood Street, one single-family residence off of Orange Blossom Drive, one single-family residence located at the intersection of Summit Avenue and Live Oak Road, and the Sycamore Heights Hydro-Pneumatic Pump Plant, operated by the East Valley Water District (EVWD). The single-family residential homes surrounding the site vary from one to two stories with most being two stories in height. Two single-family homes on the southeastern border of the site, east of Applewood Street, are separated from the project site by a block masonry wall.

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1.3 PROJECT DESCRIPTION

1.3.1 LAFCO Process

The project proposes a municipal reorganization of the City of San Bernardino and the City of Highland for annexation of the 3.62-acre site into the City of Highland due to the physical location of the project adjacent to the City of Highland and separated from the City of San Bernardino by Cook Canyon. The Local Agency Formation Commission (LAFCO) is the authority for local boundary changes and municipal reorganizations. Municipal reorganization for the project would include detachment of the 3.62-acre parcel from the City of San Bernardino, annexation of the parcel into the City of Highland Sphere of Influence (SOI) area, pre-zoning (ZC 006-002) of the parcel by the City of Highland to Low Density Residential (LDR), and annexation of the parcel into the City of Highland. The project would also be annexed into the Consolidated Landscape and Lighting District 96-1 and zoned within the Fire Safety Overlay District (FR 1).These actions would require a General Plan amendment (GPA 006-002) for both the City of Highland and the City of San Bernardino. Detachment of the parcel from the City of San Bernardino requires a Resolution from the City of San Bernardino City Council accepting the proposed action.

1.3.2 Proposed Land Use

24,700

Upon annexation into the City of Highland, the project applicant proposes to develop the 3.62-acre site for a five-lot residential subdivision as Tentative Tract Map No. 16636. Lot sizes would range from approximately 24,000 square feet to 42,700 square feet. Proposed structures would range in height from one to two stories. Figure 6, *Conceptual Site Plan*, shows the proposed layout of the five residential lots on the 3.62-acre site.

The project involves modifications to the existing landform and topography and removal of the irrigation canals (zanjas) along the northern and western property line. To create level residential pads, elevations in the northern portions of the site would be lowered while elevations in the southwestern portion of the site would be raised. As a result of the landform modifications, Lot 1 would be situated at an elevation of 1,880 feet, Lots 2 and 3 would be situated at an elevation of 1,885 feet, Lot 4 would be situated at an elevation of 1,850 feet, and Lot 5 at an elevation of 1,838 feet. Because of the difference in elevations on the southwestern end of the site, as a result of the existing 20-foot utility easement, a retaining wall with a height of approximately four feet would be required along the southern side of the proposed driveway to the Lot 5 pad. A retaining wall, measuring approximately five feet in height, would also be required between Lots 3 and 4 as a result of the difference in elevations.

The northerly end of Applewood Street, within the project site, would be a cul-de-sac with a curb radius of 40 feet for adequate space for maneuvering emergency vehicles. To accommodate the grade difference between the residential pads and the existing street elevation of Applewood Street, driveways to Lots 1, 2, and 3 would have a slope of 18 percent from the end cul-de-sac of Applewood Street leading up toward the residential pads, while the driveway to Lot 4 would have a slope of 14 percent downward towards the residential pad.

The project would be connected to existing utility connections in the right-of-way of Applewood Street. Electricity to the project site would be provided by Southern California Edison, gas service would be provided by the Southern California Gas Company (Sempra Utilities), and water and sewer service would be provided by EVWD. The EVWD also maintains an easement immediately north of the southwestern property line, near the Sycamore Heights Hydro-Pneumatic Pump Plant.

1.3.3 Project Phasing

The project would be completed in two phases. The first phase encompasses the three-part municipal reorganization for the parcel, which includes: (1) detachment of the 3.62-acre site from the City of San Bernardino, (2) sphere of influence (SOI) change for the parcel from the City of San Bernardino to the City of Highland by LAFCO, the City of San Bernardino, and the City of Highland, and (3) subsequent annexation of this parcel into the City of Highland. The second phase includes development and operation of the 3.62-acre site for the five single-family residential lots.

Tentative Construction Schedule

Construction is estimated to begin in 2007 and includes grading for development of individual building pads on the five single-family residential lots. Construction of the single-family residential homes would occur later as individual lots may be sold separately. Site grading is estimated to take approximately one and a half months. Site grading would require 5,398 cubic yards (cy) of cut and 1,614 cy of fill, resulting in the export of 3,784 cy of soil exported offsite.

1.4 EXISTING ZONING AND GENERAL PLAN

The project site is located in an area of the City of San Bernardino currently designated by the General Plan as Residential Low (RL), which permits 3.1 single-family detached dwelling units per acre and a 10,800-square-foot minimum lot size. The City of San Bernardino General Plan also designates the project site as within the Highlands Specific Plan area.

1.5 CITY/AGENCY ACTION REQUESTED

- LAFCO-sponsored application for detachment of the parcel from the City of San Bernardino, inclusion of the parcel into the City of Highland SOI, and annexation to the City of Highland.
- City of San Bernardino Resolution accepting the detachment of the parcel from the City
- General Plan Amendment, SOI area exchange, annexation and prezone application to designate the parcel as Low Density Residential (LDR) within the Fire Safety Overlay District (FR 1) and Consolidated Landscape and Lighting District 96-1 in the City of Highland.
- Development Plan Review, Approval of Tentative Tract Map No. 16636, and approval of the Initial Study/Mitigated Negative Declaration by Planning Commission and City Council.
- Review and approval of the project development plans and fuel management zone by the California Department of Forestry and Fire (CDF).
- Approval of a variance for driveways that exceed 12 percent slope required by the City engineer.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

No Impact. The project would not construct any recreational facilities on the project site. No impact would occur and no mitigation measures are required.

3.15 TRANSPORTATION/TRAFFIC

a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

Less Than Significant Impact. The project site is accessed at the north terminus of Applewood Street in the City of Highland. Urban Crossroads prepared the traffic analysis for the proposed project (dated August 2006), which is included in Appendix H.

Project trip generation has been calculated in accordance with the Institute of Transportation Engineers' (ITE) manual, *Trip Generation* (2003). As shown in Table 15, the project is anticipated to generate 48 average daily trips, with four trips during the morning peak hour and five trips during the evening peak hour.

Table 15
Project-Generated Traffic

Time Period	*Trip Generation Rate (trips per dwelling unit)*	*Generated Traffic Volume*
AM Peak Hour (7:00-8:00 a.m.)		
In	0.19	1
Out	0.56	3
Total	**0.75**	**4**
PM Peak Hour (3:00-4:00 p.m.)		
In	0.64	3
Out	0.37	2
Total	**1.01**	**5**
Total Daily Traffic	**9.57**	**48**

Project traffic was distributed over local roadways. It was assumed that project traffic would utilize Highland Avenue and Base Line via Church Street to reach destinations within the City and outlying areas. The regional plan for the area was examined for purposes of assessing project plus cumulative project growth within the vicinity of the project. As shown in the subregional Comprehensive Transportation Plan (CTP) Traffic Analysis Zone (TAZ) map, the project is located within TAZ 290800. The 2020 forecast for TAZ 290800 includes significant increases of single-family housing, multifamily housing, and retail and service uses. Consequently, the regional model has accounted for the amount of trips that the project would generate.

Roadways within the vicinity of the project have sufficient capacity to accommodate the 48 additional daily trips generated by the project. Intersections along the primary project access route were analyzed in the context of the recent City of Highland General Plan Update. Level of Service (LOS) is a measure of traffic operating conditions that based on prevailing traffic volumes (Average Daily Traffic [ADT]) in relation to the roadway capacity. The City of Highland has established an LOS D as the lowest acceptable level of service for peak hour intersection volumes. All streets within the vicinity of the project currently operate at LOS C or better during both the morning and evening peak hours and would continue to do so with implementation of

the proposed project. The addition of four morning and five evening peak-hour trips would not adversely affect the level of service on the roadway system that would serve project-related traffic.

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

No Impact. The 2003 update to the Congestion Management Program (CMP) for San Bernardino County, defines a network of state highways and arterials in addition to level of service standards for roadways and intersections within the CMP network. The project site is not located adjacent to nor would it impact a roadway or intersection that is a part of the San Bernardino County CMP. Therefore, no impact to roadways or intersections within the County of San Bernardino CMP network would occur.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The project involves annexation and subsequent development of a 3.62-acre site for residential development. The project would not result in changes of air traffic patterns, as the project would not result in increases in safety risks or air traffic levels. No impact would occur.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. A cul-de-sac with a minimum 40-foot diameter would be constructed at the north terminus of Applewood Street. Each of the five lots would have access to Applewood Street by means of a private driveway. The project would not create any design hazards (e.g., sharp curves or dangerous intersections) or incompatible uses. No impact would occur. No mitigation measures are required.

e) Result in inadequate emergency access?

No Impact. The project would have one access point located at current north terminus of Applewood Street. The cul-de-sac would be designed with a minimum 40-foot-diameter turnaround for emergency vehicle access and to allow for sufficient turnaround radius by emergency vehicles. Furthermore, emergency access for the project would be review by the City of Engineer to ensure adequate access for emergency vehicles; therefore, no impact would occur.

f) Result in inadequate parking capacity?

No Impact. The City of Highland requires two spaces per single-family unit (Municipal Code Section 16.52.030) within an enclosed garage area. Single-family residential homes would be required to show that homes include two-car garages on building plans. New construction on the residential lots would be required to adhere to the parking requirements of the City of Highland Municipal code; therefore, no impact would occur.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No Impact. The project is located adjacent to single-family residential neighborhoods within the City of Highland. The project is not located within close proximity to designated bus routes or bicycle routes. Development of the project would not conflict with policies, plans, or programs of the City of Highland which support alternative transportation. No impact would occur.

Project 10

Table D - Harmony Trip Generation (with Commercial Overlay)

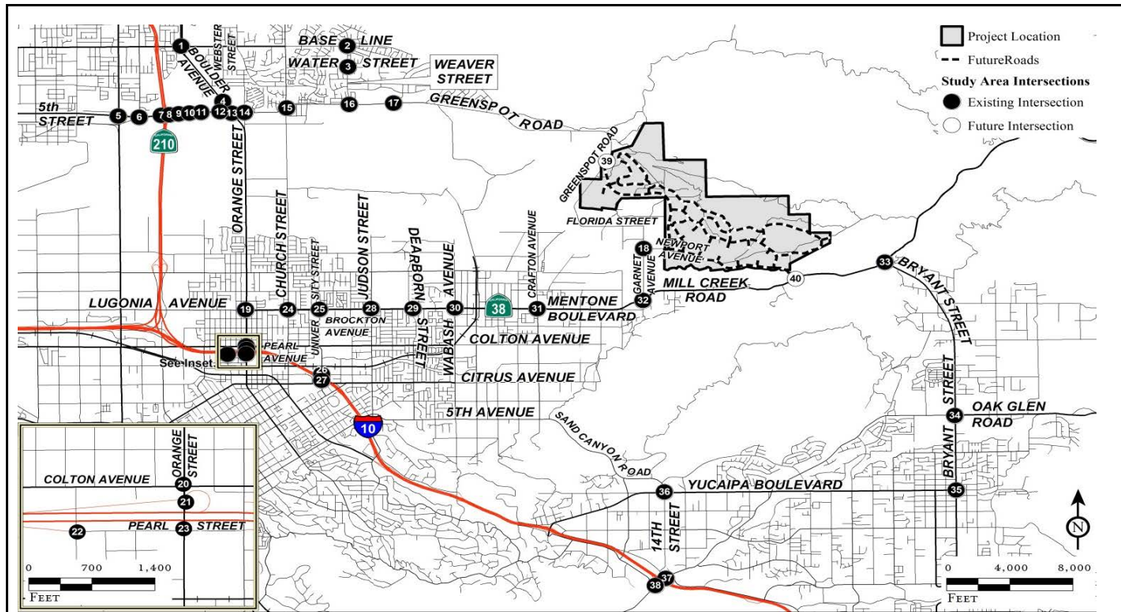
Land Use		Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
PA 1	Single Family Residential	46 DU	9	26	35	29	17	46	438
PA 2	Single Family Residential	104 DU	20	58	78	66	38	104	990
PA 3	Single Family Residential	141 DU	27	79	106	89	52	141	1342
PA 4	Single Family Residential	51 DU	10	28	38	32	19	51	486
PA 5	Single Family Residential	36 DU	7	20	27	23	13	36	343
PA 6	Single Family Residential	36 DU	7	20	27	23	13	36	343
PA 7	Single Family Residential	133 DU	25	75	100	84	49	133	1266
PA 8	Single Family Residential	47 DU	9	26	35	30	17	47	447
PA 9	Single Family Residential	13 DU	2	8	10	8	5	13	124
PA 10	Single Family Residential	84 DU	16	47	63	53	31	84	800
PA 11	Single Family Residential	19 DU	4	10	14	12	7	19	181
PA 12	Single Family Residential	27 DU	5	15	20	17	10	27	257
PA 13	Single Family Residential	63 DU	12	35	47	40	23	63	600
PA 14	Single Family Residential	94 DU	18	53	71	59	35	94	895
PA 18	Recreation Center	16.0 TSF	22	11	33	22	22	44	541
PA 45	Single Family Residential	15 DU	3	8	11	9	6	15	143
PA 48	City Park	2.9 Acres	0	0	0	0	0	0	5
PA 49	City Park	4.3 Acres	0	0	0	0	0	0	8
PA 15	Single Family Residential	208 DU	40	116	156	131	77	208	1980
PA 16	Single Family Residential	39 DU	7	22	29	25	14	39	371
PA 19A	Elementary School	832 Students	209	165	374	59	67	126	1072
PA 19B	City Park	5.3 Acres	0	0	0	0	0	0	10

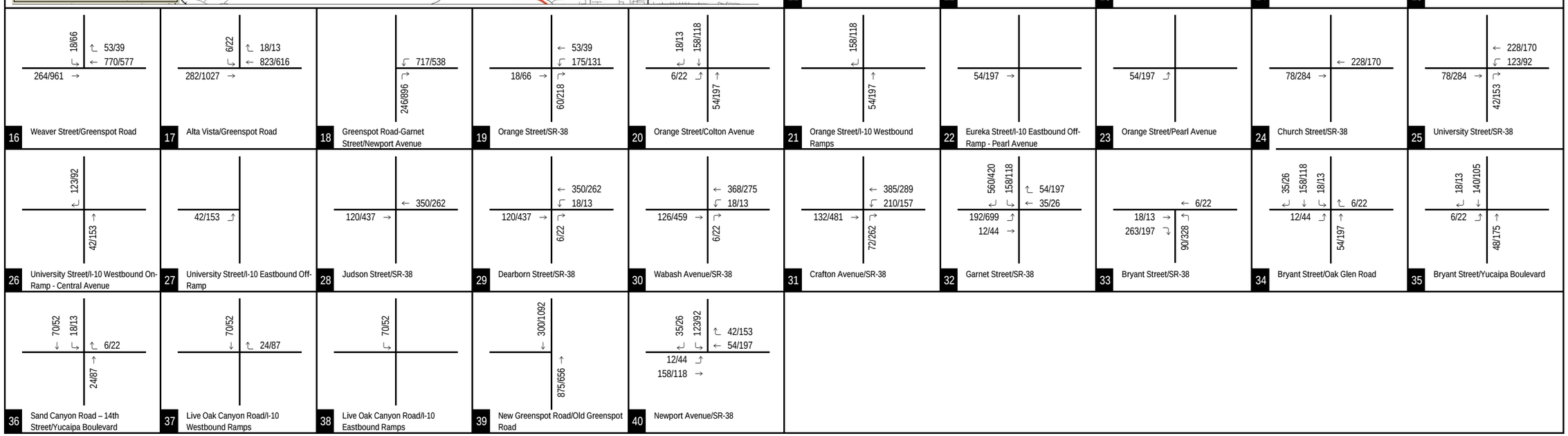
Table D - Harmony Trip Generation (with Commercial Overlay)

Land Use			Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
PA	**20D**	Single Family Residential	53 DU	10	30	40	33	20	53	505
PA	**21**	Single Family Residential	115 DU	22	64	86	72	43	115	1095
PA	**22**	Single Family Residential	47 DU	9	26	35	30	17	47	447
PA	**26**	Condominium/Townhomes	173 DU	12	64	76	61	29	90	1005
PA	**27**	Single Family Residential	62 DU	12	35	47	39	23	62	590
PA	**29A**	Single Family Residential	45 DU	9	25	34	28	17	45	428
PA	**29B**	Single Family Residential	52 DU	10	29	39	33	19	52	495
PA	**44**	Sports Complex	4.0 Fields	3	1	4	47	24	71	285
PA	**46**	Single Family Residential	15 DU	3	8	11	9	6	15	143
PA	**50**	City Park	0.7 Acres	0	0	0	0	0	0	1
PA	**51**	City Park	0.8 Acres	0	0	0	0	0	0	2
PA	**52**	City Park	0.7 Acres	0	0	0	0	0	0	1
PA	**17**	Single Family Residential	157 DU	30	88	118	99	58	157	1,495
PA	**20A/C**	Commercial (NC Overlay)	141.6 TSF	85	51	136	252	273	525	6,045
PA	**20B**	Commercial	62.1 TSF	37	23	60	110	120	230	2,651
PA	**23**	Single Family Residential	77 DU	15	43	58	49	28	77	733
PA	**24**	Single Family Residential	56 DU	11	31	42	35	21	56	533
PA	**25**	Single Family Residential	110 DU	21	62	83	69	41	110	1047
PA	**28**	Single Family Residential	31 DU	6	17	23	20	11	31	295
PA	**30**	Single Family Residential	31 DU	6	17	23	20	11	31	295
PA	**31A**	Single Family Residential	52 DU	10	29	39	33	19	52	495
PA	**31B**	Single Family Residential	63 DU	12	35	47	40	23	63	600
PA	**32A**	Single Family Residential	63 DU	12	35	47	40	23	63	600
PA	**32B**	Single Family Residential	54 DU	10	31	41	34	20	54	514
PA	**43A**	Single Family Residential	130 DU	25	73	98	82	48	130	1238
PA	**43B**	Single Family Residential	99 DU	19	55	74	62	37	99	942

Table D - Harmony Trip Generation (with Commercial Overlay)

Land Use		Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
PA 53	City Park	0.9 Acres	0	0	0	0	0	0	2
PA 54	City Park	0.8 Acres	0	0	0	0	0	0	2
PA 55	City Park	0.6 Acres	0	0	0	0	0	0	1
PA 56	City Park	1.0 Acres	0	0	0	0	0	0	2
PA 57	City Park	0.8 Acres	0	0	0	0	0	0	2
PA 33	Single Family Residential	105 DU	20	59	79	66	39	105	1000
PA 34	Single Family Residential	52 DU	10	29	39	33	19	52	495
PA 35	Single Family Residential	25 DU	5	14	19	16	9	25	238
	Commercial (NC Overlay)	10.9 TSF	7	3	10	19	21	40	465
PA 36	Single Family Residential	45 DU	9	25	34	28	17	45	428
PA 37	Single Family Residential	28 DU	5	16	21	18	10	28	267
PA 38	Single Family Residential	23 DU	4	13	17	14	9	23	219
PA 58	City Park	1.0 Acres	0	0	0	0	0	0	2
PA 59	City Park	0.8 Acres	0	0	0	0	0	0	2
PA 39	Single Family Residential	119 DU	23	66	89	75	44	119	1133
PA 40	Single Family Residential	195 DU	37	109	146	123	72	195	1856
	Commercial (NC Overlay)	10.9 TSF	7	3	10	19	21	40	465
PA 41	Single Family Residential	81 DU	15	46	61	51	30	81	771
PA 42	Single Family Residential	152 DU	29	85	114	96	56	152	1447
PA 47	City Park	6.5 Acres	0	0	0	0	0	0	12
Phase V Completion Trip Generation Summary									
	Gross Trip Generation		**1,012**	**2,162**	**3,174**	**2,666**	**1,793**	**4,459**	**43,931**
	Internal Trips:								
	Residential		**(175)**	**(237)**	**(412)**	**(197)**	**(181)**	**(378)**	**(4107)**
	City Park		**0**	**0**	**0**	**0**	**0**	**0**	**(52)**
	Recreation Center		**(22)**	**(11)**	**(33)**	**(22)**	**(22)**	**(44)**	**(541)**
	Elementary School		**(178)**	**(142)**	**(320)**	**(51)**	**(57)**	**(108)**	**(914)**
	Commercial		**(37)**	**(22)**	**(59)**	**(108)**	**(118)**	**(226)**	**(2600)**
	Pass By Trips		**0**	**0**	**0**	**(104)**	**(104)**	**(207)**	**(1968)**
	Net Trip Generation		**600**	**1,750**	**2,350**	**2,185**	**1,312**	**3,496**	**33,749**





LSA

FIGURE 15

Harmony Specific Plan
Traffic Impact Analysis

XXX/YYY AM/PM Peak Hour Trips

Phase V Project Trip Assignment
(with Newport Avenue/SR-38 Connection)

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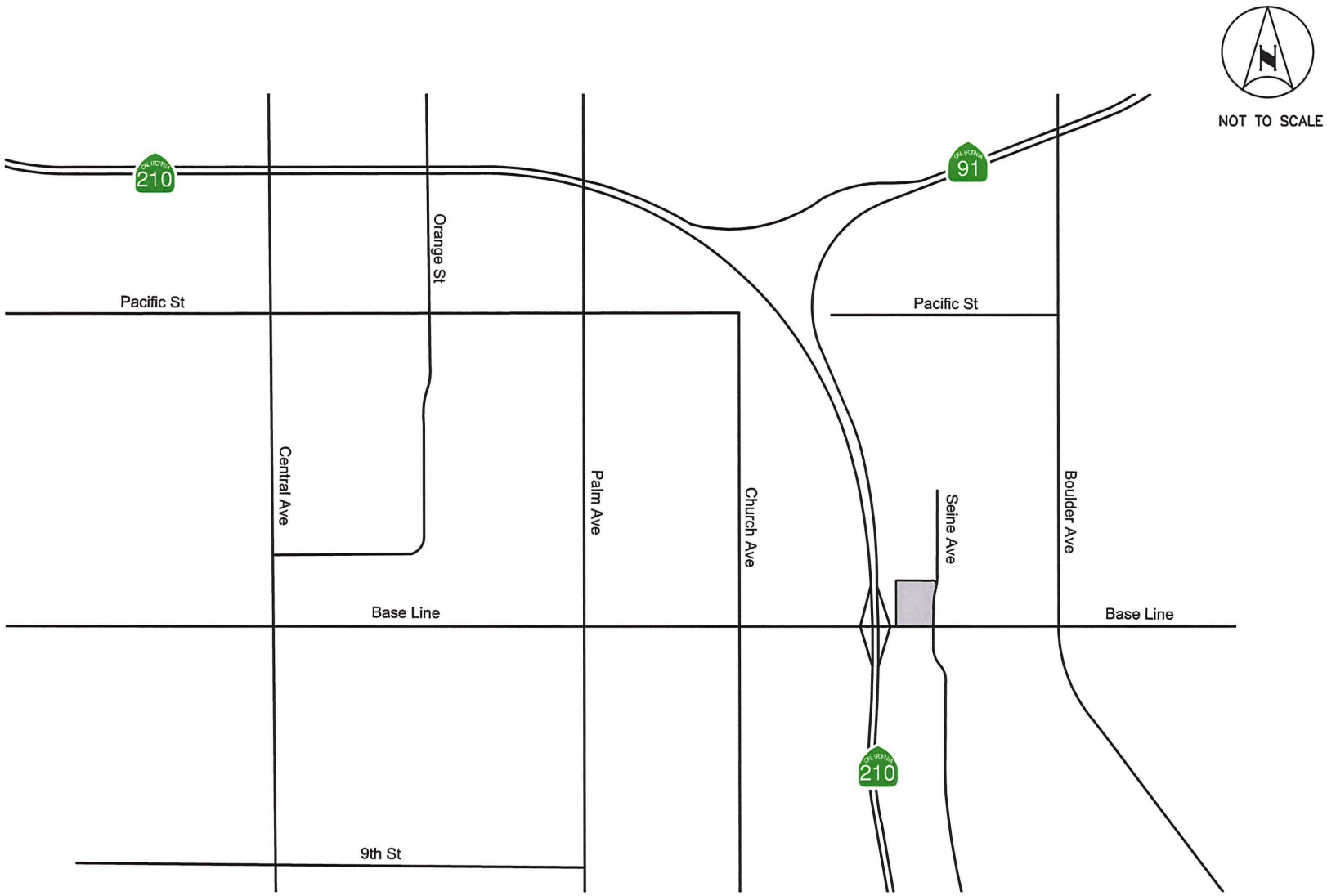
Project 11



LEGEND:
= Project Site

FIGURE 1
VICINITY MAP

Kimley»Horn

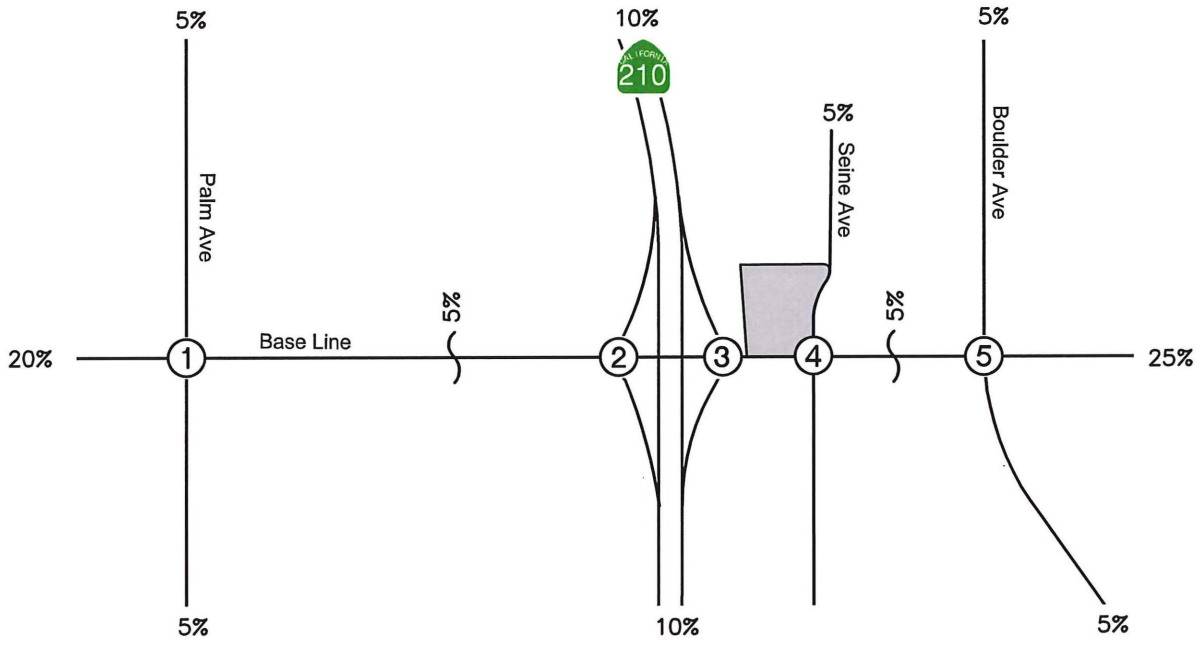
TABLE 2
SUMMARY OF PROJECT TRIP GENERATION

Land Use	ITE Code	Unit	Trip Generation Rates [1]						
				AM Peak Hour			PM Peak Hour		
			Daily	In	Out	Total	In	Out	Total
Fast-Food Restaurant w/ Drive-Through	934	KSF	496.120	23.164	22.256	45.420	16.978	15.672	32.650

Land Use	Quantity	Unit	Trip Generation Estimates						
				AM Peak Hour			PM Peak Hour		
			Daily [2]	In	Out	Total	In	Out	Total
Pad A - Jack-in-The Box DT Restaurant	2.543	KSF	1,262	59	57	116	43	40	83
Pad B - Panda Express DT Restaurant	2.600	KSF	1,290	60	58	118	44	41	85
Pass-by Trips			-101	-30	-29	-59	-22	-20	-42
Total Project Trips			**2,451**	**89**	**86**	**175**	**65**	**61**	**126**

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition

[2] For a more conservative estimate, the pass-by assumption for daily trips is shown as only the sum of the AM and PM pass-by trips.



LEGEND:

= Project Site

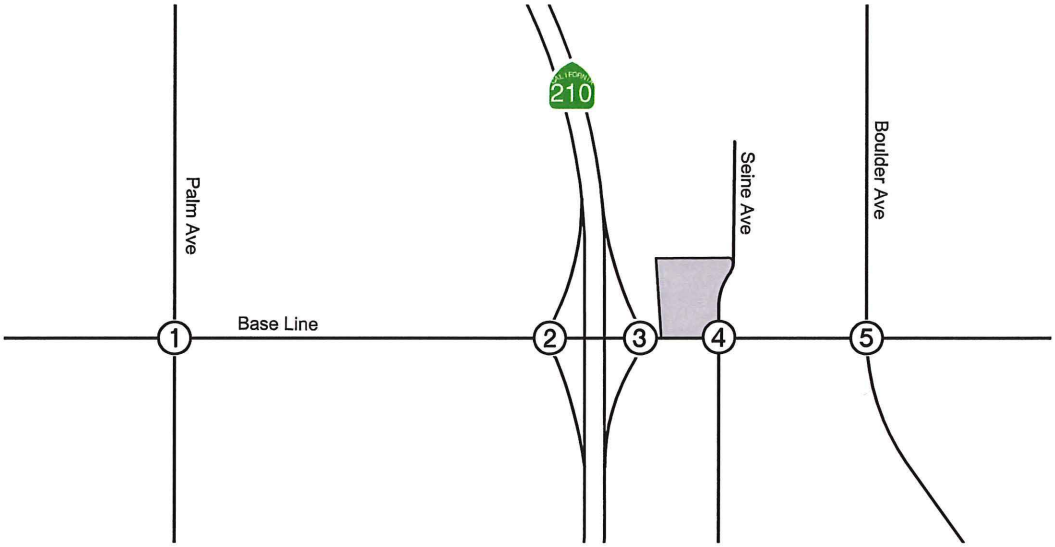
= Study Intersection

XX% = Distribution Percentage

FIGURE 5
PROJECT TRIP DISTRIBUTION ASSUMPTIONS

Kimley»Horn

NOT TO SCALE



1.Base Line at Palm Ave	2. Base Line at SR-210 EB Ramps	3. Base Line at SR-210 WB Ramps	4. Base Line at Seine Ave	5. Base Line at Boulder Ave
4/3 4/3 17/12 4/3 18/13 4/3	9/7 29/21 9/6 30/22	9/6 38/27 39/29 9/7	63/44 48/34 48/35 -14/-10 64/48 -16/-12	4/3 22/16 4/3 23/16 4/3 4/3

LEGEND:

= Project Site

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

-XX/-YY = Redirected Pass-by Trips

FIGURE 6
PROJECT-RELATED PEAK HOUR TRAFFIC VOLUMES

Kimley»Horn

Project 12

CITY OF HIGHLAND

27215 Base Line, Highland, CA 92346
Telephone (909) 864-8732 FAX: (909) 862-3180

NOTICE OF DETERMINATION

CLERK OF THE BOARD
JAN 17 2008
COUNTY OF
SAN BERNARDINO

TO: ___ Office of Planning & Research
1400 Tenth St., Room 121
Sacramento, CA 95814

_X_ Clerk of the Board
385 N. Arrowhead Ave., Second Floor
San Bernardino, CA 92411

FROM: City of Highland
Community Development Dept.
27215 Base Line
Highland, CA 92346

Documentary Handling Fee ($35.00)
Receipt Number 371546

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

PROJECT TITLE: Design Review Application (DRB-007-020)

STATE CLEARINGHOUSE NUMBER: NA

CONTACT PERSON AND TELEPHONE: Pat Meyer (909) 798-4446

LEAD AGENCY CONTACT PERSON AND TELEPHONE: Sean Kelleher, Assistant Planner (909) 864-8732, ext. 210

PROJECT LOCATION: An approximate 8.01 acre parcel of land located at the northeast corner of the intersection of Del Rosa Drive and Fifth Street (APN: 0279-211-25 and 26)

PROJECT DESCRIPTION: Design Review Application (DRB 007-020) which proposes the construction eight (8) Business Park Buildings each with attached associated business offices. The Buildings will range in size from 10,550 square feet to 23,620 square feet for a total of 126,913 square feet of business park space.

APPLICANT: Orange-New Jersey Property
731 Wimbleton Drive
Redlands, CA 92373

DATE FILED & POSTED

This is to advise that the City of Highland (Lead Agency) has approved the above described project on September 6, 2005 and has made the following determinations regarding the above described project:

1. The project ___ will, _X_ will not, have a significant effect on the environment.
2. ___ An Environmental Impact Report was prepared for this pursuant to the provisions of CEQA.

   _X_ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures _X_ were, ___ were not, made a condition of the approval of the project by reference to umbrella approved projects.
4. This project ___ has, _X_ has no, potential (*de minimis*) impact for any adverse effect, either individually or cumulatively on wildlife resources or wildlife habitat.
5. A statement of Overriding Considerations ___ was, _X_ was not, adopted for this project.
6. Findings _X_ were, ___ were not made pursuant to the provisions of CEQA.

This is to certify that the Mitigated Negative Declaration with comments and responses and record of project approval is available to the General Public at City of Highland, Community Development Department, 27215 Base Line, Highland, CA 92346.

Signature (Public Agency)	Date	Title
	1/16/08	Community Development Director

Date received for filing at OPR:_____

CLERK OF THE BOARD
DEC 03 2007
COUNTY OF
SAN BERNARDINO

CITY OF HIGHLAND

27215 Base Line, Highland, CA 92346
Telephone (909) 864-8732 FAX: (909) 862-3180

DATE FILED & POSTED

NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION

PUBLICATION OF THIS NOTICE DOES NOT IMPLY THE REVIEWING AUTHORITY (CITY OF HIGHLAND) HAS MADE A FINAL DECISION TO ADOPT THE NEGATIVE DECLARATION

Lead Agency:
City of Highland
Planning Division
27215 Base Line
Highland, CA 92346

Contact:
Sean Kelleher
Assistant Planner
(909) 864-8732, Ext. 210

The City of Highland, in its capacity as the Lead Agency for this project, evaluated the potential environmental impacts of the project in accordance with the California Environmental Quality Act (CEQA). The City has determined through the preparation of an Initial Study the project will not result in any significant environmental impacts, and therefore will prepare a Mitigated Negative Declaration for the project identified below. The Initial Study meets the requirements of CEQA, and the City of Highland Guidelines for the implementation of CEQA.

We need to know your views as to the scope and contents of the environmental information, which has been included in the Initial Study. If you represent a responsible or trustee agency, we are particularly interested in information germane to your statutory responsibilities. If you are a public agency, you will need to use the Initial Study prepared by our Agency when considering your permit or other approval for the project.

Due to the time limits mandated by State Law, your response must be sent at the earliest possible date, but no later than the ending date specified below.

Project Title: Design Review Board Application (DRB-007-020)
Del Rosa Drive Business Park

Project Location: The northeast corner of the intersection of Del Rosa Drive and Fifth Street (APN: 0279-211-25 and 26)

City: Highland County: San Bernardino

Project Description: The Applicant is proposing the Construction of eight (8) Business Park Buildings each with attached associated business offices.

The Buildings will range in size from 10,550 square feet to 23,620 square feet. A total of 126,913 square feet of building is proposed for the eight (8) acre parcel of Land. The Applicant has also proposed as part of the project a Parcel Map to allow each of the building to be located on its own lot, separated from the Parking Lot.

The Site has a total of 299 parking stalls proposed, which is consistent with the Highland Municipal Code

The Highland Municipal Code requires a development of this nature to be processed as a Major Design Review Application subject to a Public Meeting before the Design Review Board.

Public Review: Design Review Board (DRB-007-020) Initial Study/Mitigated Negative Declaration, and related documents are available for public review daily during normal business hours. Members of the public may view these documents at City Hall Planning Division, located at 27215 Base Line, Highland and submit comment at or prior to the Design Review Board Public Meeting.

An opportunity will be given at said hearing for all interested persons to be heard.

Public Review Period: Begins: December 3, 2007 Ends: December 24, 2007

Public Hearing(s): Tentative Date: January 15, 2008

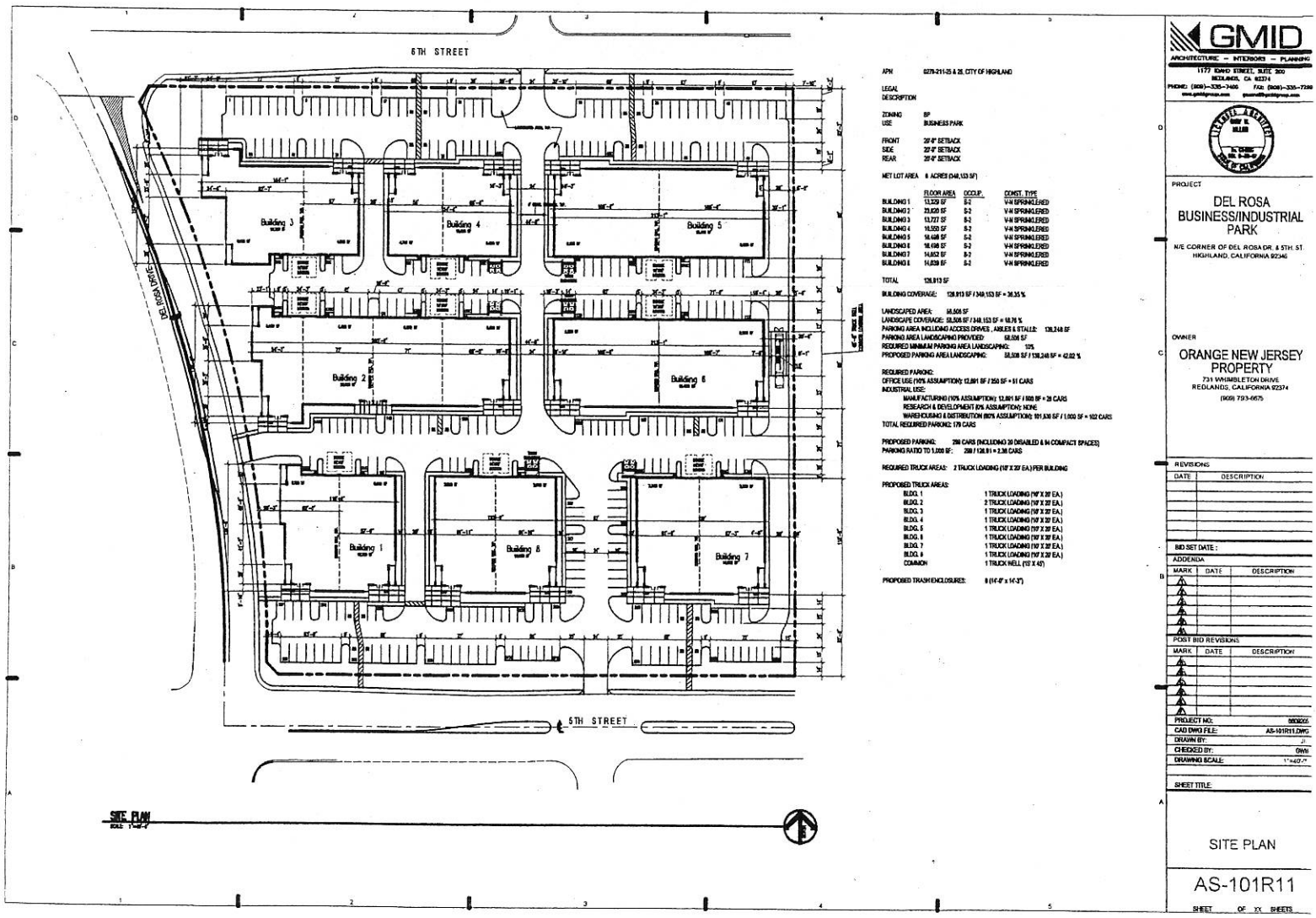
Time: 5:00 p.m. or soon thereafter
Location: Leo Donahue Council Chambers
27215 Base Line

Comments: All comments and questions should be in writing and directed to:

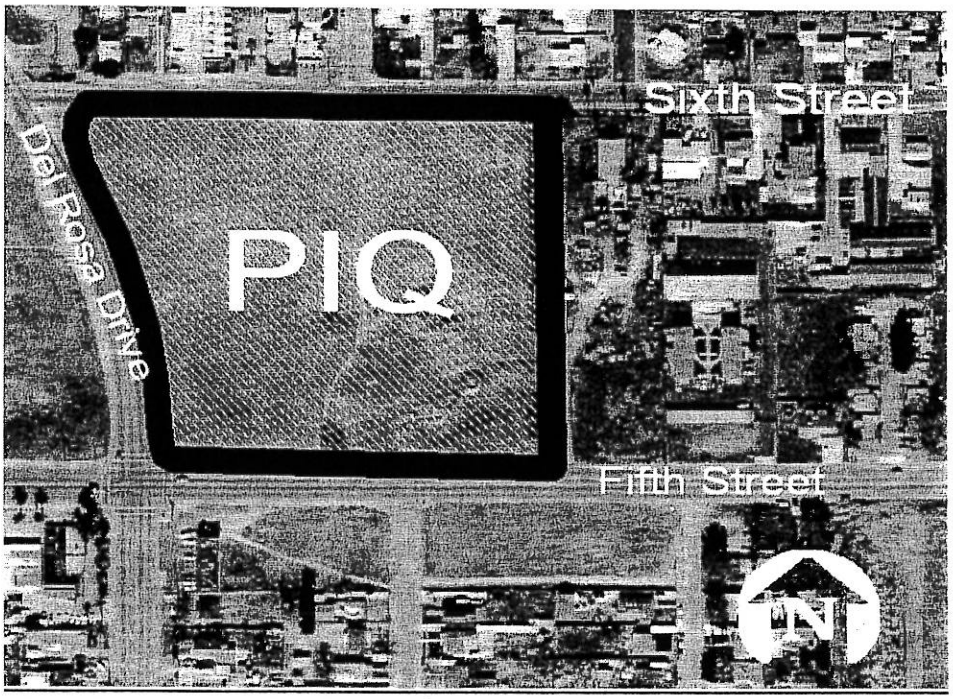
City of Highland
Attention: Sean Kelleher, Assistant Planner
27215 Base Line
Highland, CA 92346

C:\environmental\notice of intent

Site Plan (Exhibit 1)



Aerial Photo (Exhibit 2)



14. RECREATION	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☑
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☑

Explanation:

14ab <u>No Impact:</u> The proposed use as a Business Park Center. The proposed Project will not result in the direct addition of new residents to the City of Highland. Therefore there is no additional service is generated by this Project, no mitigation measures are required.

Mitigation Measures: Not Required

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
15. TRANSPORTATION/TRAFFIC -- Would the project:				
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☐	☑
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☑
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☑
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☑
e) Result in inadequate emergency access?	☐	☐	☐	☑
f) Result in inadequate parking capacity?	☐	☐	☐	☑
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☑

Explanation:

15a No Impact: The Proposed Project is anticipated to generate 851 Passenger car equivalent (PCE) trips on a daily basis. Pursuant to the Traffic Study prepared by Alan Kashefi, T.E.; Michael Lloyd, P.E.; and Jason Stack; the project will not substantially increase the existing volume of traffic in the studied intersections. No mitigation measures are required.

15b. No Impact: Based on the Traffic Study mentioned in 15a the proposed Project will not substantial increase peak traffic causing the Level of Service standard to be exceeded. Therefore, impacts to roadway segments are not considered significant. No mitigation is required.

15c No Impact: The proposed Project would not result in a change in air traffic patterns although the San Bernardino International Airport and the Redlands Municipal Airport are located approximately .5 miles and approximately 6 miles

respectively from the project site. No mitigation measures are required.

15d No Impact: The proposed Project will be required to install street improvements Along Sixth Street, Del Rosa Drive, and Fifth Street. The Street improvements proposed will not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections). No incompatible uses (i.e. farm equipment is anticipated to utilize the roadways around the site. Therefore, no mitigation measures are required.

15e No Impact: The proposed Project utilizes Sixth Street, Del Rosa Drive, and Fifth Street as the primary points of access. No mitigation measures are required.

15f No Impact: The proposed Project provides two hundred and ninety-nine (299) parking stalls to be utilized by both employees and patrons to the site. The Parking count is consistent with the requirements of the Highland Municipal Code. Therefore, no mitigation measures are required.

15g No Impact: The Project site is bounded by Sixth Street (classified as a Collector Street), Del Rosa Drive (classified as a Secondary Highway), and Fifth Street (classified as a Major Highway). No bus turnouts are proposed for the Project; however, it will comply with the City's Municipal Code Chapter 16.40.470, Transportation Control Measures. Therefore, no mitigation measures are required.

Mitigation Measures: Not Required

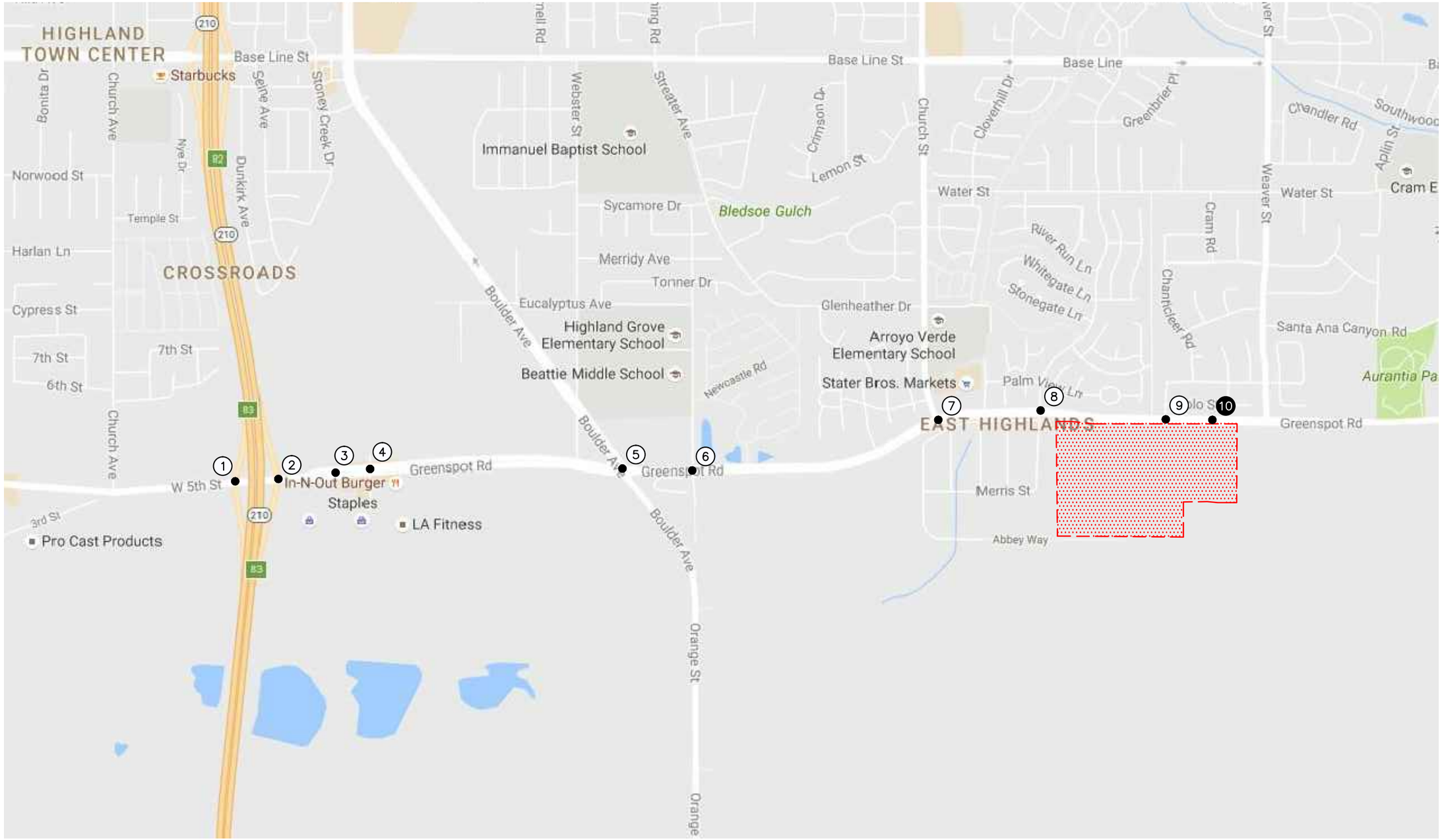
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
16. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☑	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☑	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☑	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☑	☐
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☑	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☑	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☑	☐

Explanation:

16a Less Than Significant Impact: The proposed Project would construct 126,913 square feet of Business Park buildings with 299 associated parking stalls, drive lanes, and landscaping. According to EVWD, the sewerage system has adequate capacity to serve the development. Therefore, operation of the site as a Business Park development would not result in an accedence of wastewater treatment requirements of the SARWQCB. No mitigation measures are required.

16b Less Than Significant Impact: The proposed Project would construct 126,913 square feet of Business Park buildings with 299 associated parking stalls, drive lanes, and landscaping. According to EVWD, the wastewater service provider has adequate capacity to serve the development. No additional facilities would

Project 13



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

KEY

(#) = EXISTING STUDY INTERSECTION

(#) = FUTURE STUDY INTERSECTION

= PROJECT SITE

FIGURE 1–1

VICINITY MAP

HEATHERGLEN RESIDENTIAL PROJECT, HIGHLAND

n:\3700\2163773 – heatherglen residential project, highland\6 – dwg\3773f2-2.dwg LDP 13:42:44 02-23-2017 aguilar

LINSCOTT LAW & GREENSPAN engineers

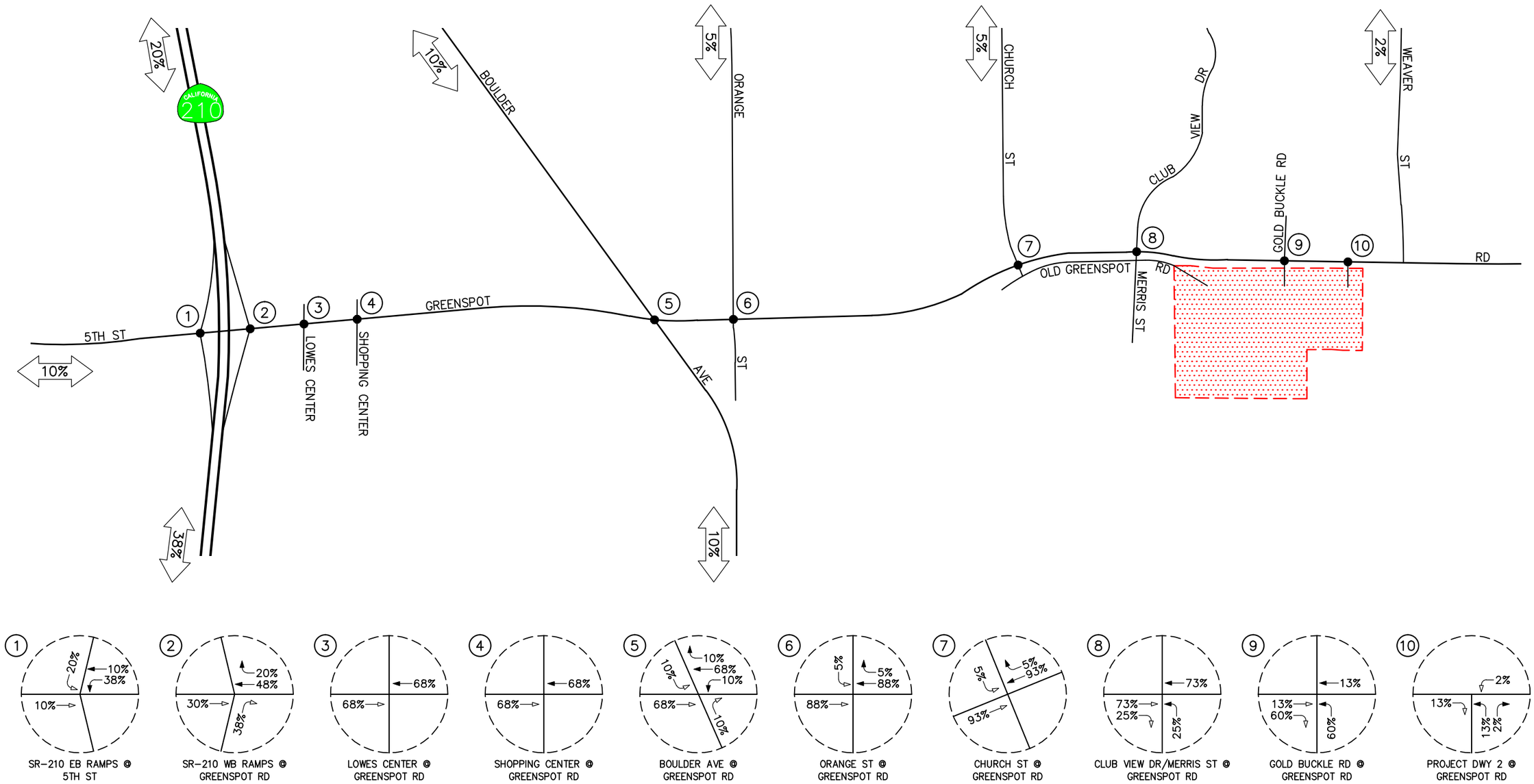
N NO SCALE

SOURCE: ALBERT A. WEBB ASSOCIATES

FIGURE 2-2

PROPOSED SITE PLAN

HEATHERGLEN RESIDENTIAL PROJECT, HIGHLAND



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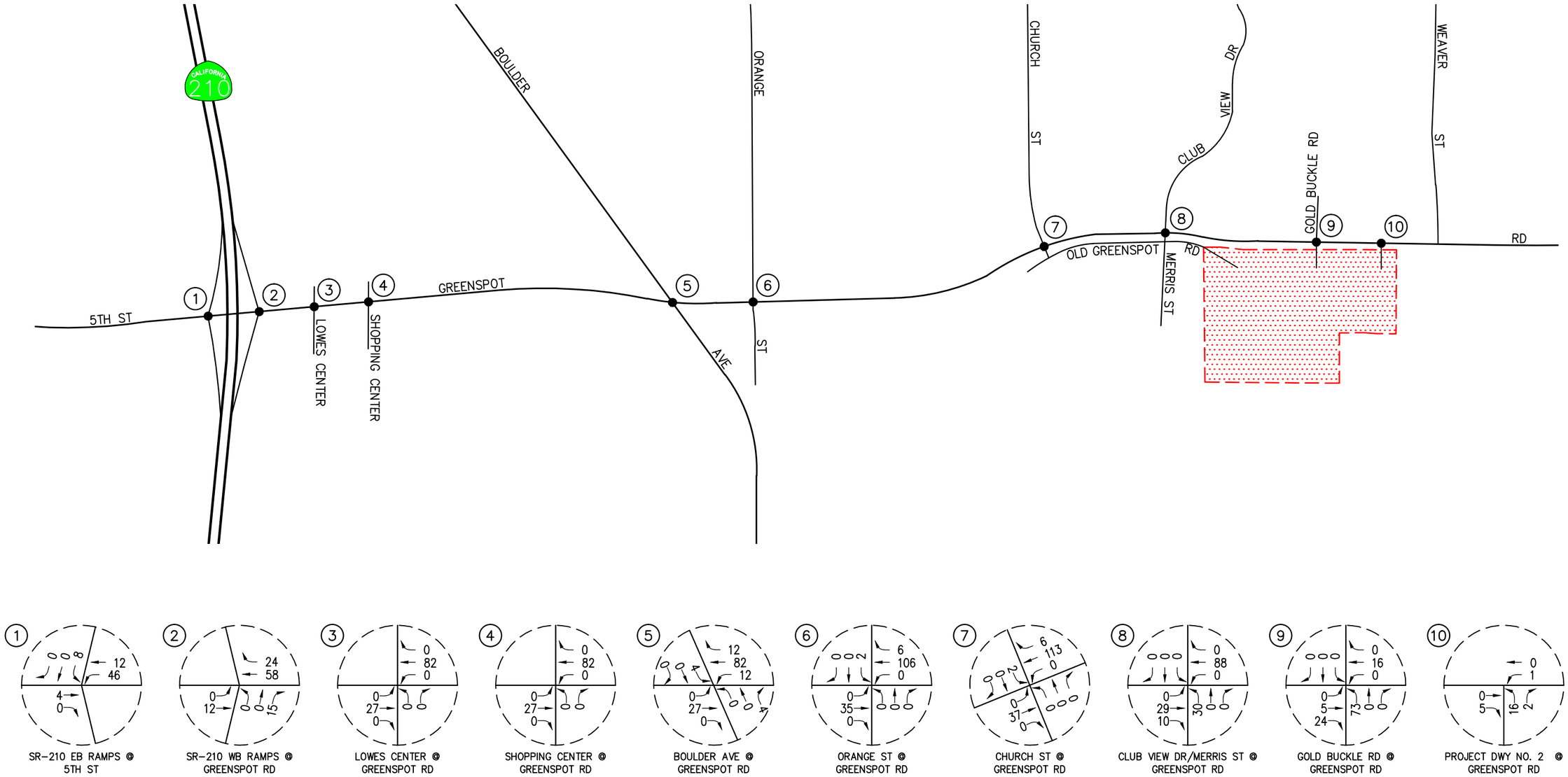
LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY
= INBOUND PERCENTAGE
= OUTBOUND PERCENTAGE
= PROJECT SITE

FIGURE 5-1

PROJECT TRIP DISTRIBUTION PATTERN
HEATHERGLEN RESIDENTIAL PROJECT, HIGHLAND



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

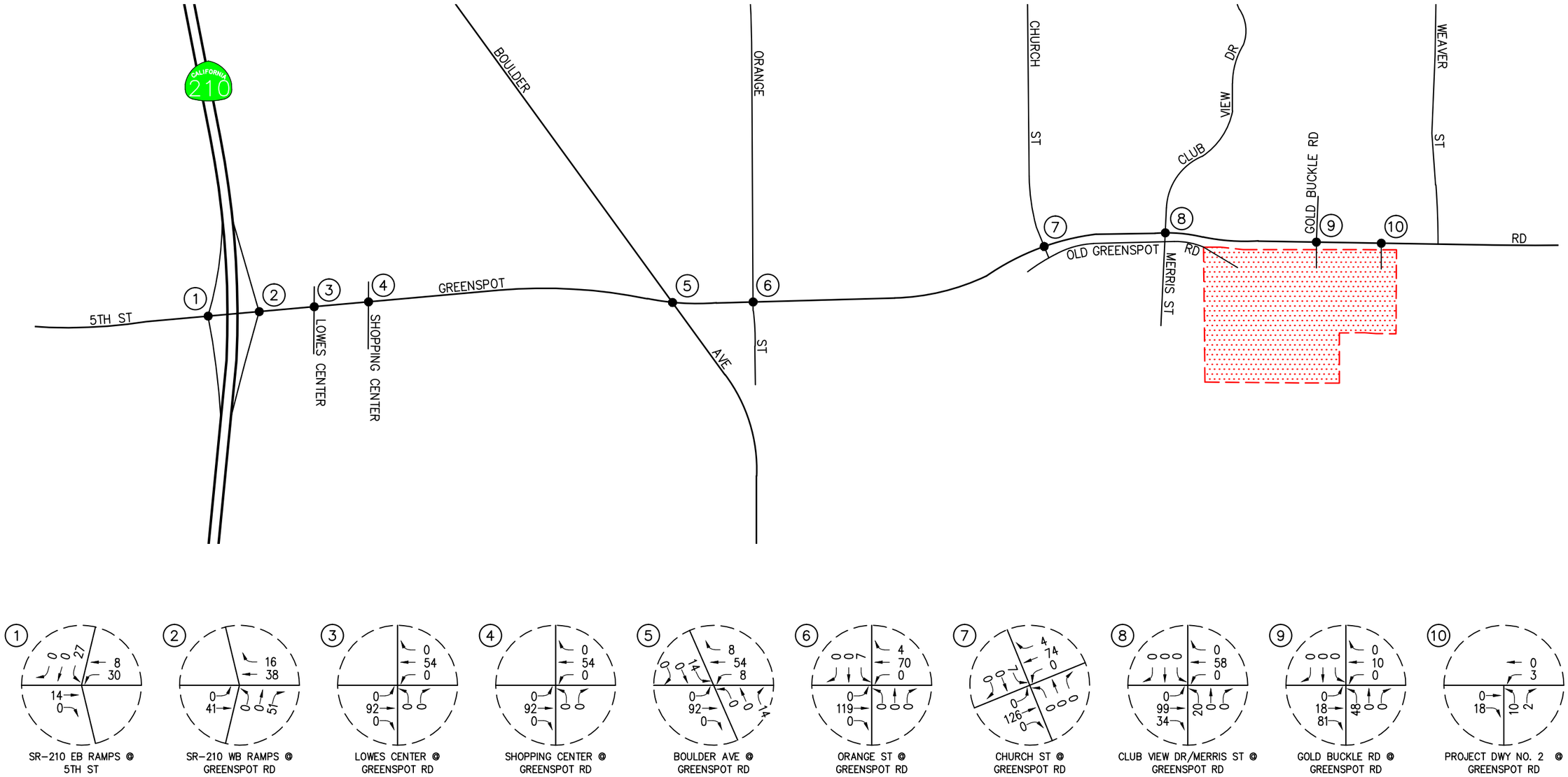
(#) = STUDY INTERSECTION

= PROJECT SITE

FIGURE 5-2

AM PEAK HOUR PROJECT TRAFFIC VOLUMES

HEATHERGLEN RESIDENTIAL PROJECT, HIGHLAND



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY
(#) = STUDY INTERSECTION
= PROJECT SITE

FIGURE 5–3

PM PEAK HOUR PROJECT TRAFFIC VOLUMES
HEATHERGLEN RESIDENTIAL PROJECT, HIGHLAND

TABLE 5-1
PROJECT TRIP GENERATION FORECAST[5]

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Trip Generation Rates:							
▪ 210: Single-Family Detached Housing (TE/DU)	9.52	25%	75%	0.75	63%	37%	1.00
Trip Generation Forecast:							
▪ 210: Single-Family Detached Housing (215 DU)	2,047	40	121	161	135	80	215

Notes:

- TE/DU = Trip Ends per Dwelling Unit

[5] Source*: Trip Generation, 9th Edition*, Institute of Transportation Engineers, (ITE) [Washington, D.C. (2012)]. Average rates used.

Project 15

EXHIBIT 1-1: PRELIMINARY SITE PLAN

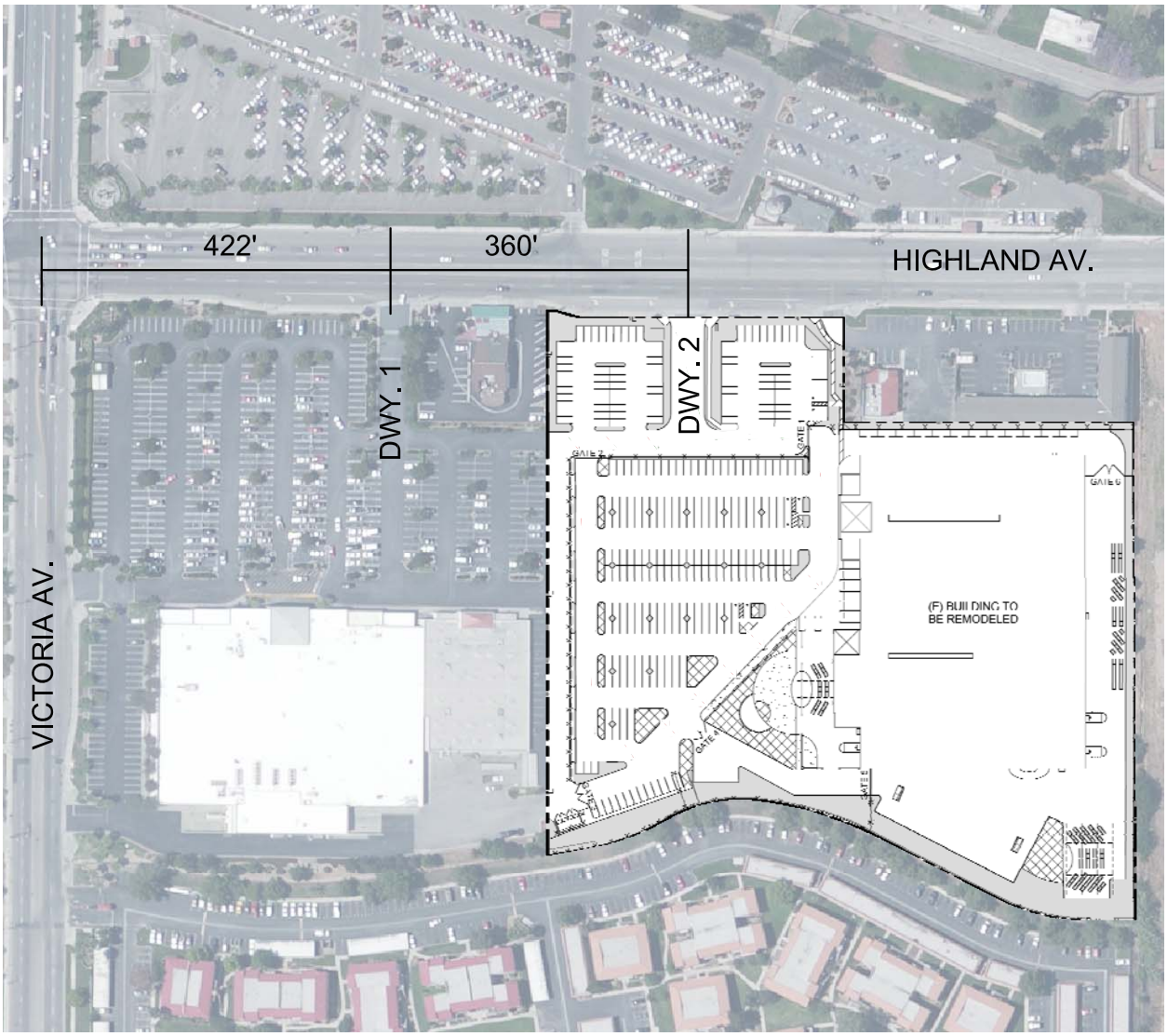

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Table 4-1

Project Trip Generation Summary

Land Use	ITE Code	Units[2]	Weekday AM Peak Hour			Weekday PM Peak Hour[3]			Daily
			In	Out	Total	In	Out	Total	
Trip Generation Rates[1]									
Middle School	522	STU	0.30	0.24	0.54	0.14	0.16	0.30	1.62
High School	530	STU	0.29	0.14	0.43	0.10	0.19	0.29	1.71

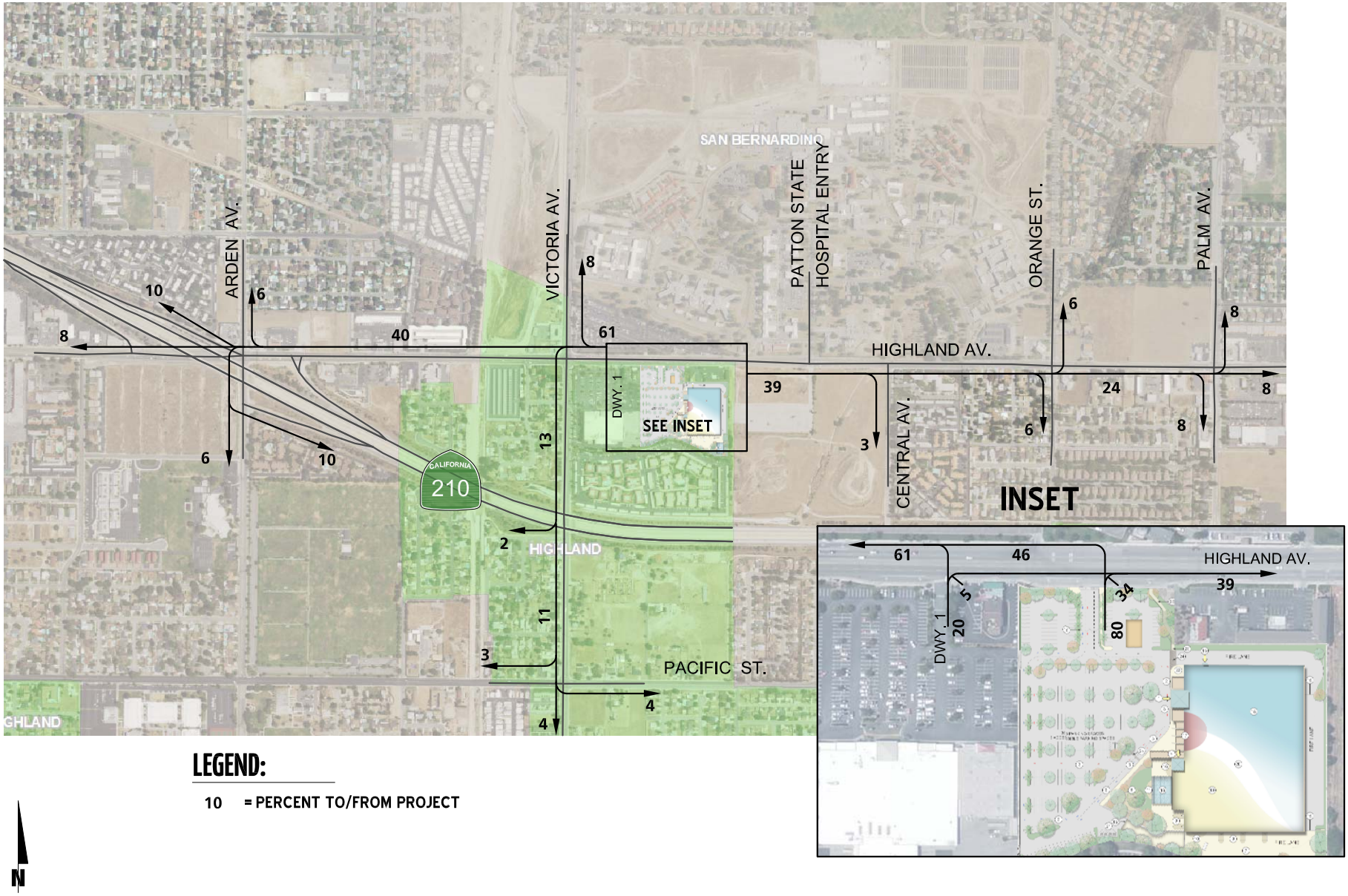
Land Use	Quantity[2]	Weekday AM Peak Hour			Weekday PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Project Trip Generation Summary								
Middle School	400 STU	120	96	216	56	64	120	648
High School	800 STU	232	112	344	80	152	232	1,368
Total		**352**	**208**	**560**	**136**	**216**	**352**	**2,016**

[1] Source: Institute of Transportation Engineers (ITE), Trip Generation, Ninth Edition, 2012.

[2] STU = Students

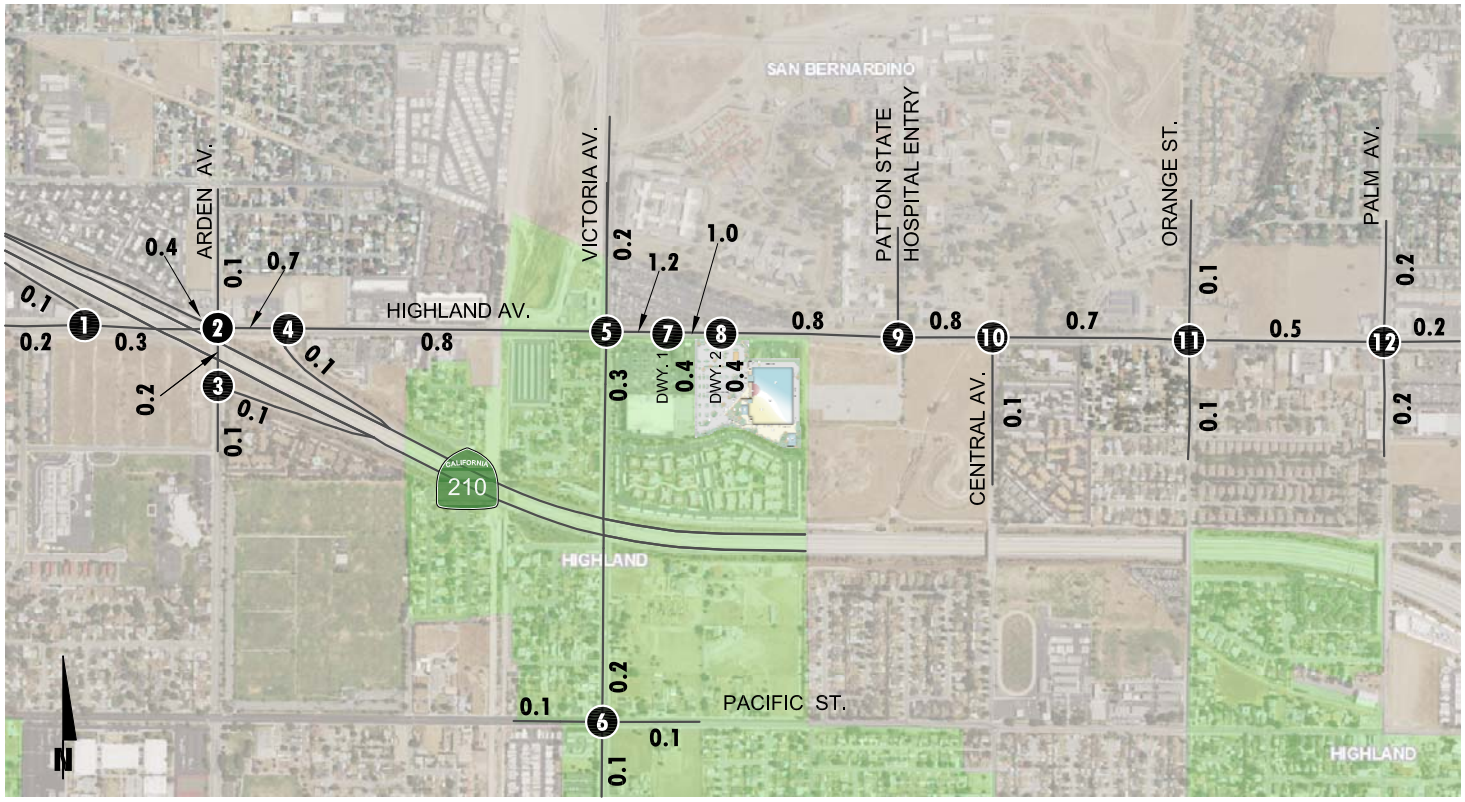
[3] PM peak hour of the generator trip generation rates utilized for both middle school and high school uses.

EXHIBIT 4-1: PROJECT TRIP DISTRIBUTION



URBAN CROSSROADS

EXHIBIT 4-2: PROJECT ONLY TRAFFIC VOLUMES



1 SR 210 EB Off Ramp & Highland Av.	2 Arden Av. & Highland Av.	3 Arden Av. & SR 210 EB On Ramp	4 SR 210 WB Off Ramp & Highland Av.	5 Victoria Av. & Highland Av.	6 Victoria Av. & Pacific St.
0(0) 35(13) ←17(17)	0(0) 0(0) 21(8) ←12(13) ←37(39) ←33(35)	12(13) 21(22)	0(0) 0(0) ←0(0) ←83(86)	0(0) 0(0) 28(11) ←17(17) ←83(86) ←27(28)	6(6) 8(9) 8(9) ←14(5) ←0(0) ←0(0)
28(11)→	0(0)→ 63(24)→ 0(0)→ 0(0) 0(0) 21(8)	21(8) 0(0)	0(0)→ 106(40)→ 0(0) 0(0) 35(13)	0(0)→ 141(54)→ 0(0)→ 0(0) 0(0) 46(17)	11(4)→ 0(0)→ 0(0)→ 0(0) 14(5) 0(0)

7 Dwy. 1 & Highland Av.	8 Dwy. 2 & Highland Av.	9 Patton State Hospital Entry & Highland Av.	10 Central Av. & Highland Av.	11 Orange St. & Highland Av.	12 Palm Av. & Highland Av.
←96(99) ←18(7)	←18(7) ←120(46)	0(0) 0(0) 0(0) ←0(0) ←137(52) ←0(0)	←127(48) ←0(0)	21(8) 0(0) 0(0) ←0(0) ←84(32) ←0(0)	28(11) 0(0) 0(0) ←0(0) ←28(11) ←0(0)
162(62)→ 53(20)→ 31(32) 10(11)	10(11)→ 162(62)→ 96(99) 71(73)	0(0)→ 81(84)→ 0(0)→ 0(0) 0(0) 0(0)	75(78)→ 6(6)→ 11(4) 0(0)	12(13)→ 50(52)→ 12(13)→ 21(8) 0(0) 0(0)	17(17)→ 17(17)→ 17(17)→ 28(11) 0(0) 0(0)

LEGEND:

10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES
10.0 = VEHICLES PER DAY (1000'S)

Project 19

Figure 1
Project Location Map

KUNZMAN ASSOCIATES, INC.

OVER 40 YEARS OF EXCELLENT SERVICE

JN 6703

Table 2

Project Trip Generation

Land Use	Source[1]	Quantity	Units[2]	PCE Factor[3]	Vehicle Percent[4]	Trip Generation Rates & Trips Generated						
						Morning Peak Hour			Evening Peak Hour			Daily
						Inbound	Outbound	Total	Inbound	Outbound	Total	
Trip Generation Rates												
General Light Industrial	ITE 110	1.000	TSF	-	-	0.81	0.11	0.92	0.12	0.85	0.97	6.97
Vehicle Trips Generated												
General Light Industrial		153.860	TSF	-	-	125	17	142	18	131	149	1,072
PCE Trips Generated												
Cars				1.0	78.6%	98	13	111	14	103	117	843
2-Axle Trucks				1.5	8.0%	15	2	17	2	16	18	129
3-Axle Trucks				2.0	3.9%	10	1	11	1	10	11	84
4+ Axle Trucks				3.0	9.5%	36	5	41	5	37	42	306
Trucks Subtotal				-	21.4%	61	8	69	8	63	71	519
General Light Industrial PCEs		**153.860**	**TSF**	**-**	**-**	**159**	**21**	**180**	**22**	**166**	**188**	**1,362**

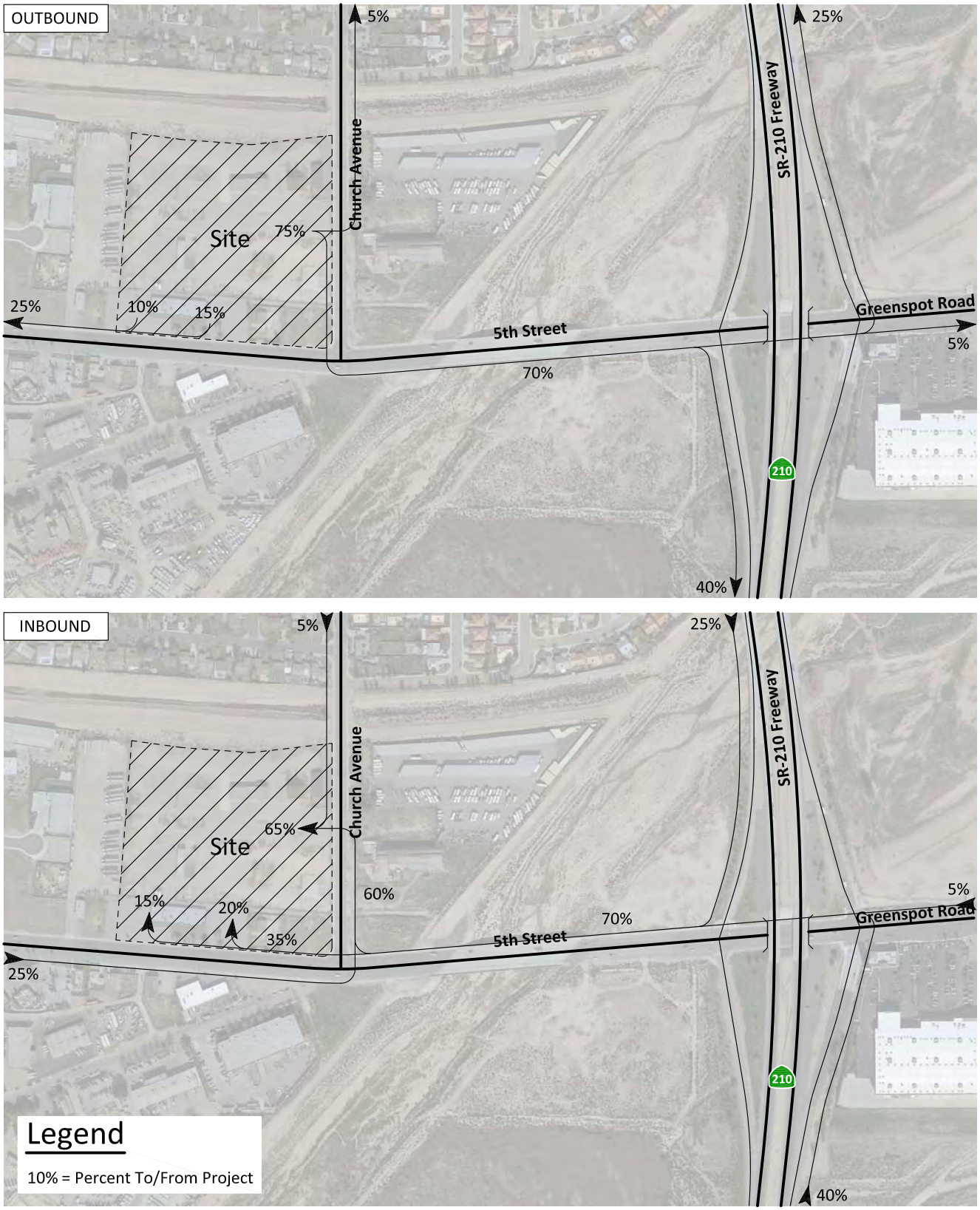
[1] Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 9th Edition, 2012.

[2] TSF = Thousand Square Feet

[3] Passenger Car Equivalent (PCE) factors are recommended by San Bernardino Associated Governments.

[4] Source: City of Fontana, Truck Trip Generation Study, August 2003.

Figure 13
Project Trip Distribution - Cars

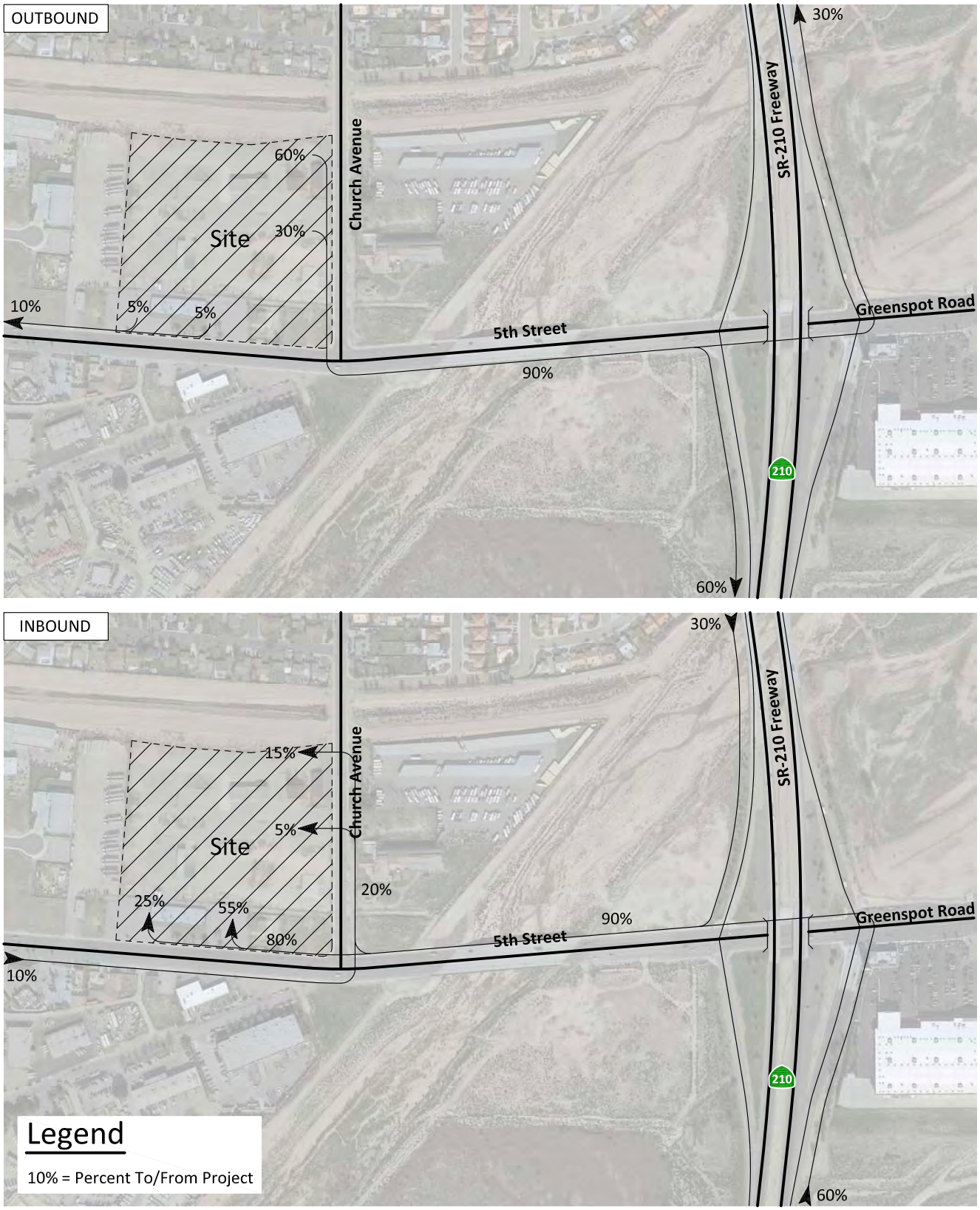


KUNZMAN ASSOCIATES, INC.

OVER 40 YEARS OF EXCELLENT SERVICE

JN 6703

Figure 14
Project Trip Distribution - Trucks



KUNZMAN ASSOCIATES, INC.

OVER 40 YEARS OF EXCELLENT SERVICE

JN 6703

Figure 15
Project Average Daily Traffic Volumes

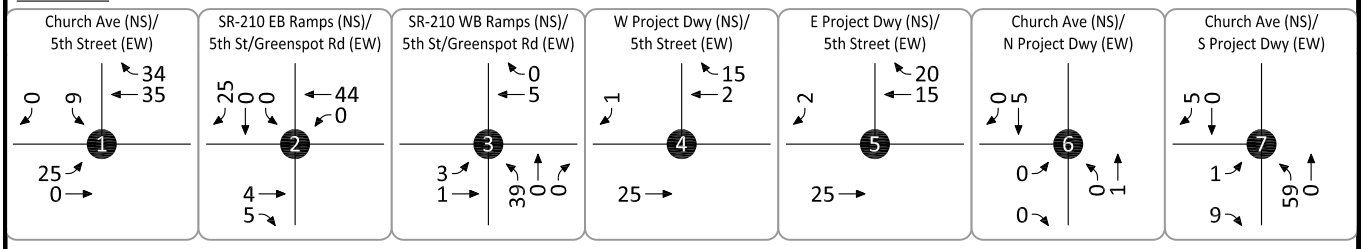
KUNZMAN ASSOCIATES, INC.

OVER 40 YEARS OF EXCELLENT SERVICE

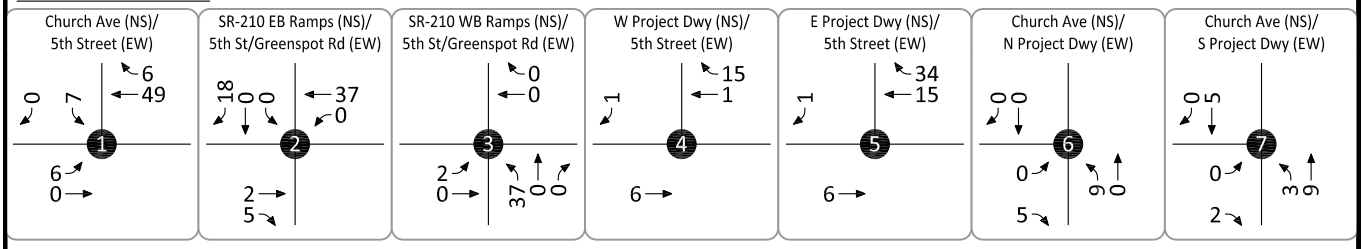
JN 6703

Figure 16
Project Morning Peak Hour Intersection Turning Movement Volumes

Cars Only



Trucks Only (in PCE)



Total Project Trips (in PCE)

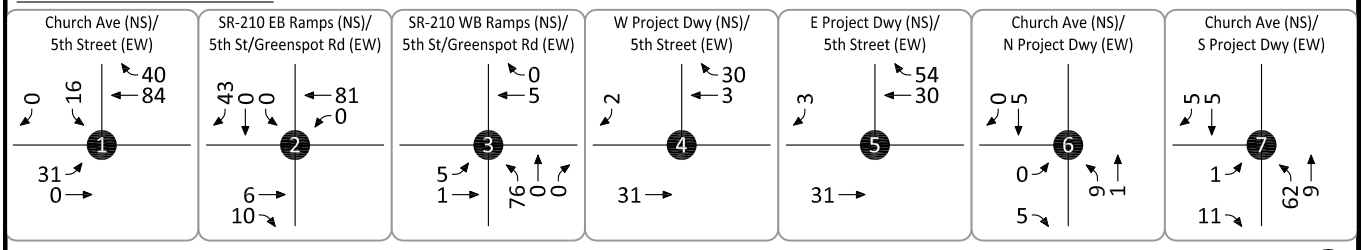
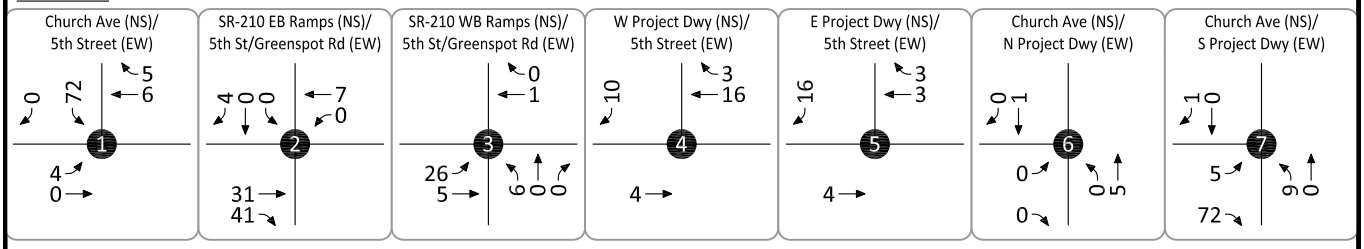
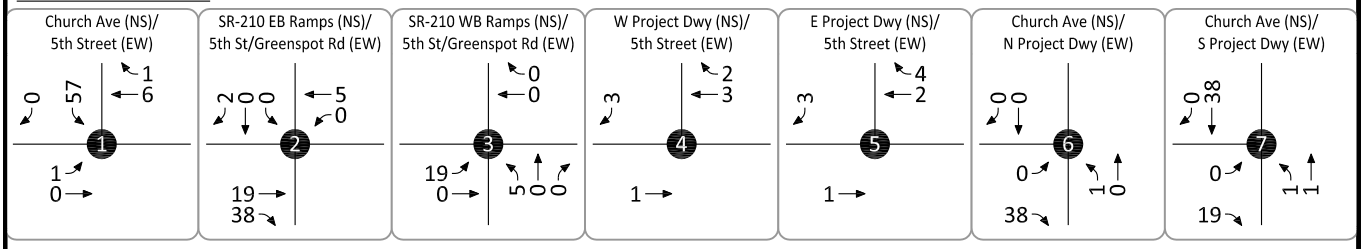


Figure 17
Project Evening Peak Hour Intersection Turning Movement Volumes

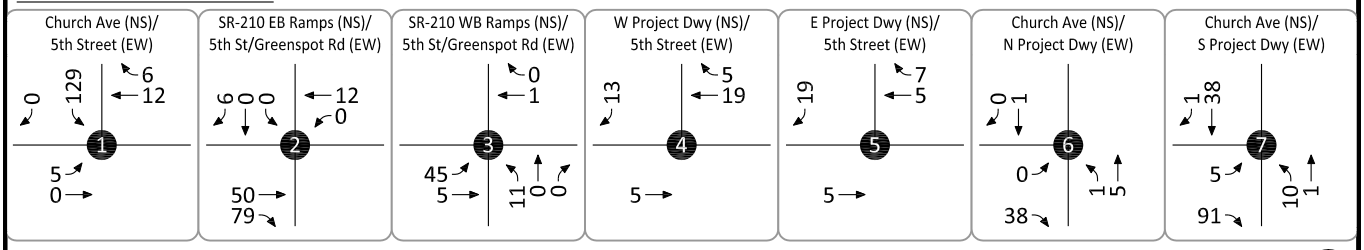
Cars Only



Trucks Only (in PCE)



Total Project Trips (in PCE)



Project 32

EXHIBIT 1-2: LOCATION MAP

LEGEND:

- 0 = EXISTING INTERSECTION ANALYSIS LOCATION
- 0 = FUTURE INTERSECTION ANALYSIS LOCATION

N

4 PROJECTED FUTURE TRAFFIC

This section presents the traffic volumes estimated to be generated by the Project, as well as the Project's trip assignment onto the study area roadway network. .

Exhibit 1-1 illustrates the preliminary site plan. The Project is proposed to consist of 277 single family detached residential dwelling units, and is located north of Greenspot Road. For the purposes of this analysis, the Project opening year (i.e., the year when the Project is expected to be built out and occupied) is assumed to be 2018.

Vehicular access to and from the Project site is assumed to be provided via Driveway 1 and Driveway 2 on Greenspot Road. Both Driveway 1 and Driveway 2 are proposed to allow for full access.

4.1 PROJECT TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

The ITE Trip Generation manual is a nationally recognized source for estimating site specific trip generation. ITE recently released an updated edition of the Trip Generation manual (9th Edition) in 2012. (4) Trip generation rates used to estimate Project traffic are shown in Table 4-1 and a summary of the Project's trip generation is shown in Table 4-2. The trip generation rates are based upon data collected by the Institute of Transportation Engineers (ITE) for Single-Family Detached Residential (ITE Land Use Code 210). The Project is anticipated to generate 2,637 trip-ends per day, with 208 vehicles per hour (VPH) during the AM peak hour and 277 VPH in the PM peak hour.

TABLE 4-1: PROJECT TRIP GENERATION RATES

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Single Family Detached Res.	DU	210	0.19	0.56	0.75	0.63	0.37	1.00	9.52

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Ninth Edition (2012).
[2] DU = Dwelling Units

TABLE 4-2: PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Single Family Detached Res.	277	DU	53	155	208	175	102	277	2,637

[1] DU = Dwelling Units

4.2 PROJECT TRIP DISTRIBUTION

The Project trip distribution and assignment process represents the directional orientation of traffic to and from the Project site. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the routes where Project traffic would distribute. The Project trip distribution was developed based on anticipated travel patterns to and from the Project site.

The trip distribution pattern of passenger cars is heavily influenced by the geographical location of the site, the location of surrounding uses, and the proximity to the regional freeway system. Surrounding uses considered in developing the Project trip distribution include shopping opportunities, employment opportunities, and the location of local schools.

Exhibit 4-1 illustrates the Project trip distribution for outbound trips during the AM peak hour. Exhibit 4-2 illustrates the Project trip distribution for inbound trips during the AM peak hour and both outbound and inbound trips during the PM peak hour. The trip distribution is primarily based on the existing roadway system. The Project trip distribution patterns are also greatly affected by existing / near-term development patterns in the vicinity of the Project site, and have been reviewed by City staff as part of the scoping process.

4.3 MODAL SPLIT

The traffic reducing potential of public transit, walking or bicycling have not been considered in this TIA. Essentially, the traffic projections are "conservative" in that these alternative travel modes might be able to reduce the forecasted traffic volumes.

4.4 PROJECT TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, Project average daily traffic (ADT), AM and PM peak hour intersection turning movement volumes are shown on Exhibit 4-3.

EXHIBIT 4-1: PROJECT TRIP DISTRIBUTION (AM PEAK-OUTBOUND)

LEGEND:

10 = PERCENT FROM PROJECT

N

URBAN CROSSROADS

EXHIBIT 4-2: PROJECT TRIP DISTRIBUTION (AM PEAK INBOUND, PM PEAK)

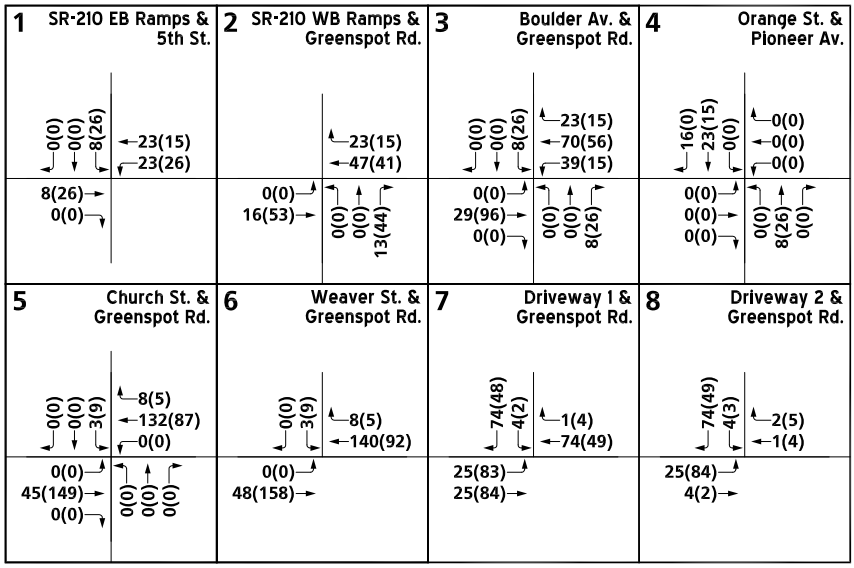
LEGEND:

10 = PERCENT TO/FROM PROJECT

N

URBAN CROSSROADS

EXHIBIT 4-3: PROJECT ONLY TRAFFIC VOLUMES



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

10(10) = AM(PM) PEAK HOUR VOLUMES

N

Project 37

SEP 21 2011

STATE OF CALIFORNIA - THE RESOURCES AGENCY
DEPARTMENT OF FISH AND GAME
ENVIRONMENTAL FILING FEE CASH RECI
DFG 753.5a (8-03)

2 8030

Lead Agency: City of Highland Date: 9/12/06

County / State Agency of Filing: Co. San Bernardino Document No.:

Project Title: DR13 006-014

Project Applicant Name: City of Highland Phone Number: 9096648732

Project Applicant Address: 27215 Baseline Highland, CA 92346

Project Applicant *(check appropriate box)*: Local Public Agency [X] School District [ ] Other Special District [ ]
State Agency [ ] Private Entity [ ]

CHECK APPLICABLE FEES:

CASH

( ) Environmental Impact Report	$850.00	$
( ) Negative Declaration	$1,250.00	$
( ) Application Fee Water Diversion *(State Water Resources Control Board Only)*	$850.00	$
( ) Projects Subject to Certified Regulatory Programs	$850.00	$
(X) County Administrative Fee	$25.00	$ 25.00 —
( ) Project that is exempt from fees		
	TOTAL RECEIVED	$ 25.00 —

Signature and title of person receiving payment: Jemina Ramos, Deputy Clerk

WHITE-PROJECT APPLICANT YELLOW-DFG/FASB PINK-LEAD AGENCY GOLDENROD-STATE AGENCY OF FILING

STATE OF CALIFORNIA - THE RESOURCES AGENCY
DEPARTMENT OF FISH AND GAME
ENVIRONMENTAL FILING FEE CASH RECE
DFG 753.5a (8-03)

27 3030

Lead Agency: City of Highland Date: 9/12/06

County / State Agency of Filing: Co. San Bernardino Document No.:

Project Title: DR13 006-014

Project Applicant Name: City of Highland Phone Number: 9096648732

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(X) County Administrative Fee	$25.00	$ 25.00 —
( ) Project that is exempt from fees		
	TOTAL RECEIVED	$ 25.00 —

Signature and title of person receiving payment: Jemina Ramos, Deputy Clerk

WHITE-PROJECT APPLICANT YELLOW-DFG/FASB PINK-LEAD AGENCY GOLDENROD-STATE AGENCY OF FILING

DATE FILED & POSTED

CITY OF HIGHLAND

Ref # 278030

27215 Base Line, Highland, CA 92346
Telephone (909) 864-8732 FAX: (909) 862-3180

CLERK OF THE BOARD
SEP 12 2006
COUNTY OF
SAN BERNARDINO

NOTICE OF EXEMPTION

TO: Clerk of the Board
385 N. Arrowhead Ave.
Second Floor
San Bernardino, CA 92411

FROM: City of Highland
Community Development Department
27215 Base Line
Highland, CA 92346

PROJECT TITLE: DRB 006-014

PROJECT LOCATION - SPECIFIC: The 1.43 acre Site is located at the north-west corner of Palm Avenue and Fifth Street. Assessor Parcel Number: 1192-621-01-0-000

PROJECT LOCATION - CITY: Highland

PROJECT LOCATION - COUNTY: San Bernardino

DESCRIPTION OF THE NATURE, PURPOSES, AND BENEFICIARIES OF THE PROJECT:

An Application, for a Farmer Boys Restaurant drive-thru facility and associate speculative retail building with drive-thru restaurant building attached consisting of two (2) buildings totaling 7,160 square feet.

NAME OF PUBLIC AGENCIES INVOLVED: Planning Division, City of Highland

NAME OF PERSON OF AGENCY CARRYING OUT PROJECT: City of Highland

REASON WHY PROJECT IS EXEMPT: City Staff has undertaken and completed a preliminary review of this project. In accordance with the California Environmental Quality Act, as amended, this project is exempt from CEQA.

EXEMPT STATUS: (Check One)

___Ministerial (Section 21080 (b)(1) ; 15268)
___Declared Emergency (Section 21080 (b)(3);15269(a))
___Emergency Protection (Section 21080 (b)(4); 15269 (b), (c))
_X_Categorical Exemptions. Article XIX, Section 15332

CONTACT PERSON: Sean Kelleher

TELEPHONE NUMBER: (909)864-8732 ext. 210

IF FILED BY APPLICANT

1. Attach certified document of exemption findings.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes __ No__.

Responsible Official Signature	Assistant Planner Title	9/12/06 Date

c:\Myfiles\Seankelleher\Ceqa Projects\drb006014.wpd

Project 38

KUNZMAN ASSOCIATES, INC.

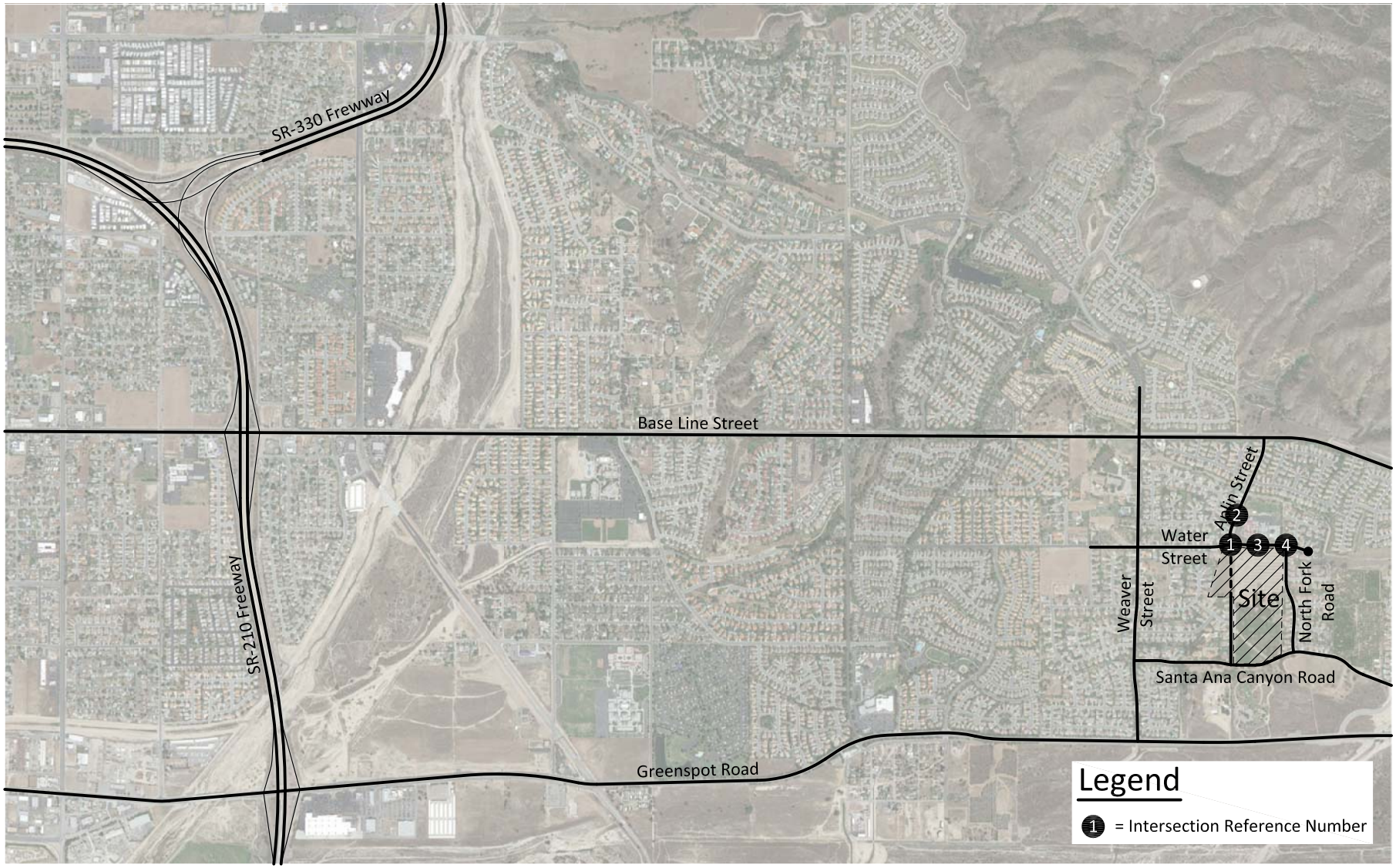
TENTATIVE TRACT MAP NO. 18935

TRAFFIC IMPACT ANALYSIS (REVISED)

April 2, 2015

Traffic Engineering | Transportation Planning | Parking | Noise/Vibration | Expert Witness
Air Quality | Global Climate Change | Health Risk Assessment

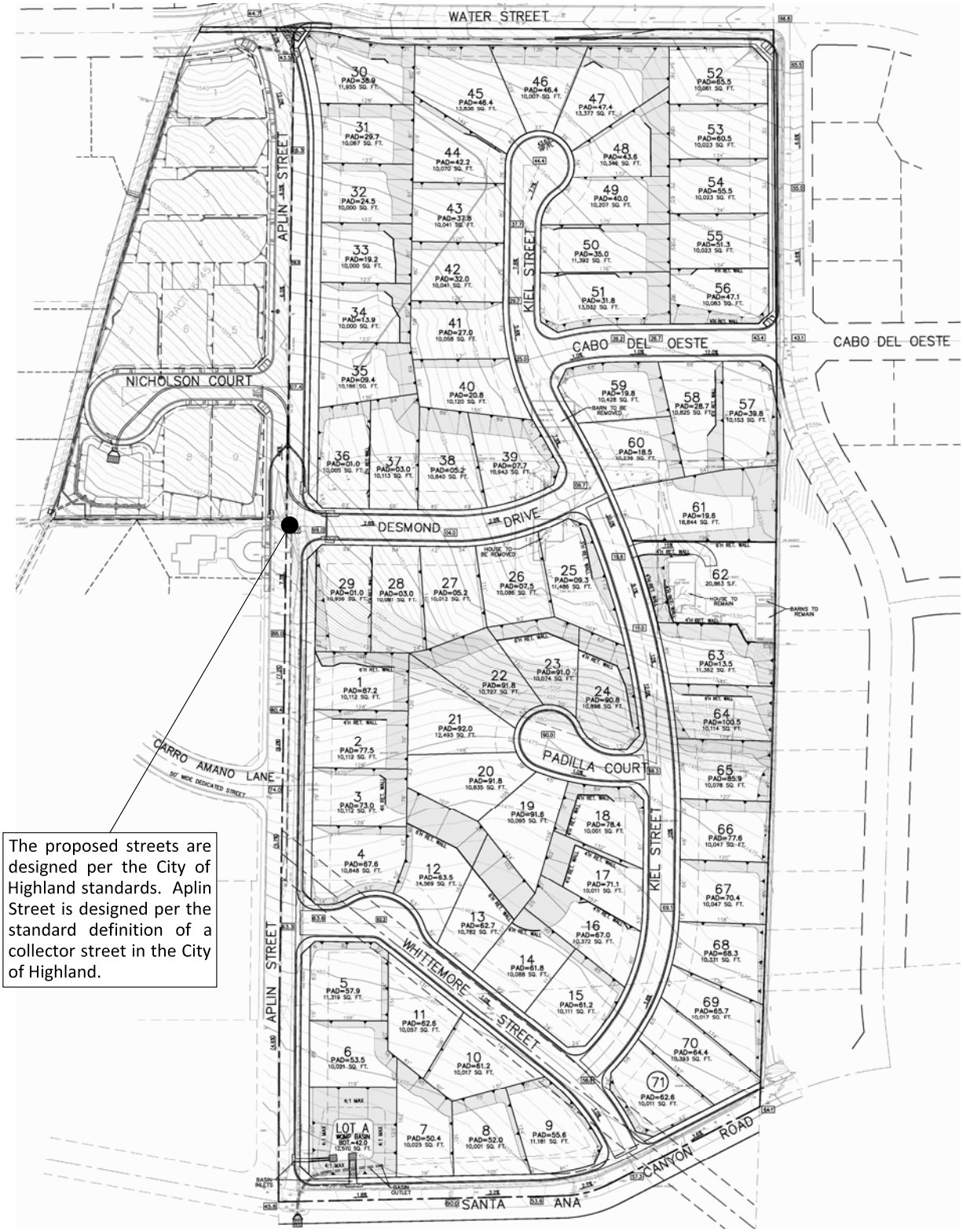
Figure 1
Project Location Map



KUNZMAN ASSOCIATES, INC.
OVER 35 YEARS OF EXCELLENT SERVICE

5799/1

Figure 2
Site Plan



The proposed streets are designed per the City of Highland standards. Aplin Street is designed per the standard definition of a collector street in the City of Highland.

5799/2

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Table 2

Project Trip Generation[1]

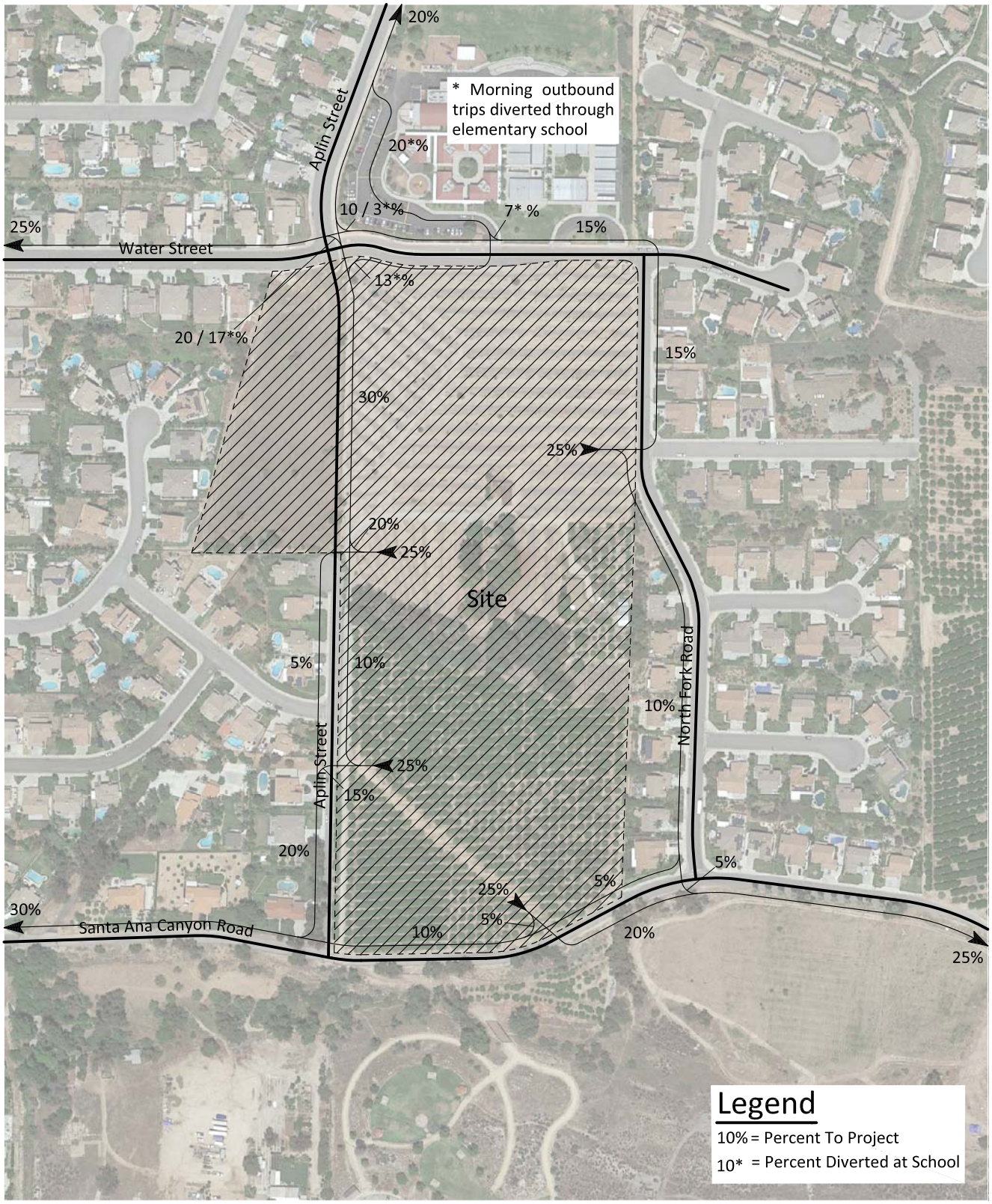
Land Use	Quantity	Units[3]	Peak Hour						Daily
			Morning			Afternoon[2]			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Trip Generation Rates									
Single-Family Detached Residential		DU	0.19	0.56	0.75	0.63	0.37	1.00	9.52
Trips Generated									
Single-Family Detached Residential	80	DU	15	45	60	50	30	80	762

[1] Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Land Use Category 210.

[2] Because of the proximity to the adjacent school the morning and afternoon peak periods counted were to capture the morning arrival and afternoon dismissal period of the school. In order to provide a "conservative" analysis, the evening peak hour trip generation was used for the afternoon peak hour.

[3] DU = Dwelling Units

Figure 9
Project Outbound Trip Distribution

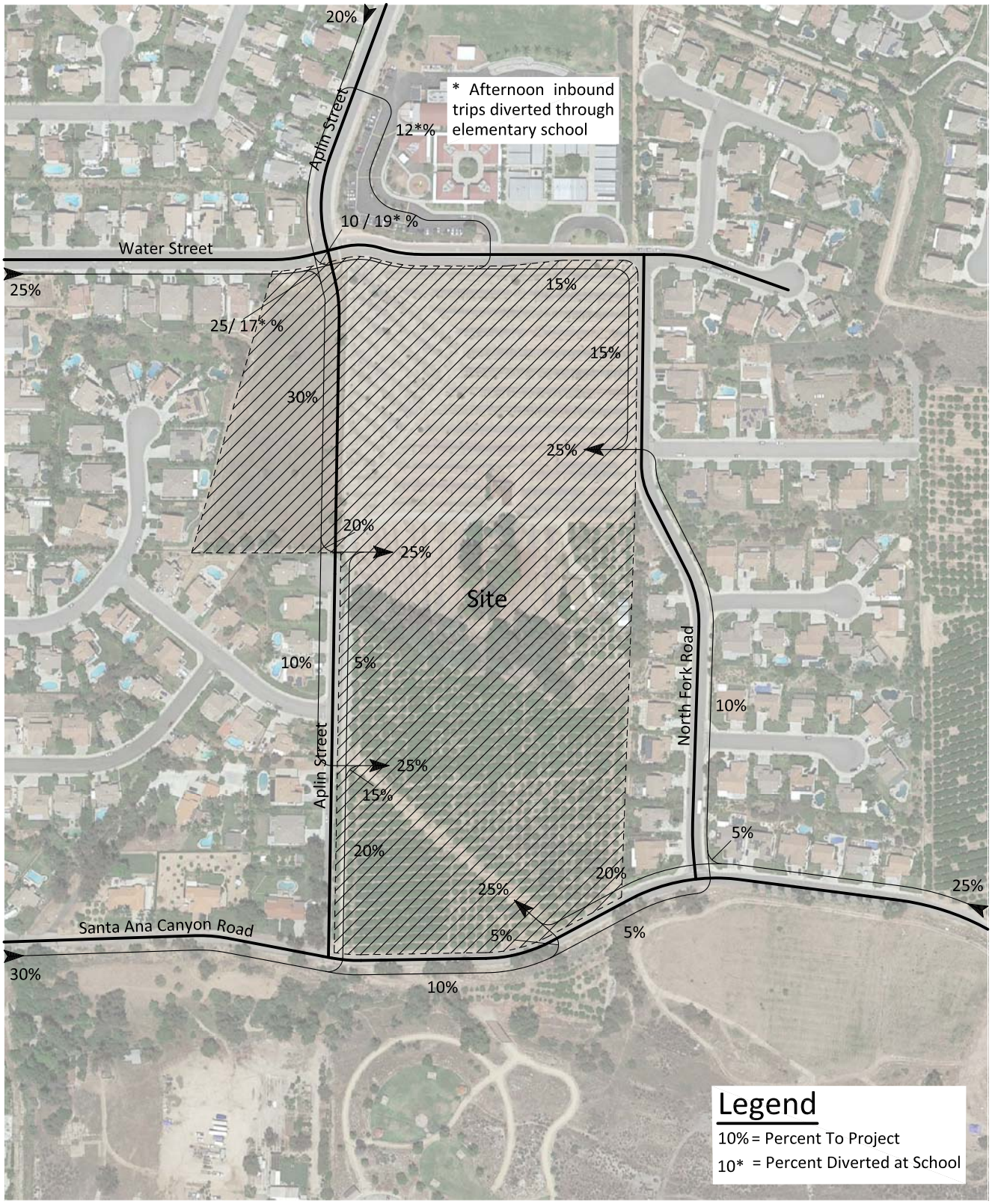


5799/9

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 10
Project Inbound Trip Distribution

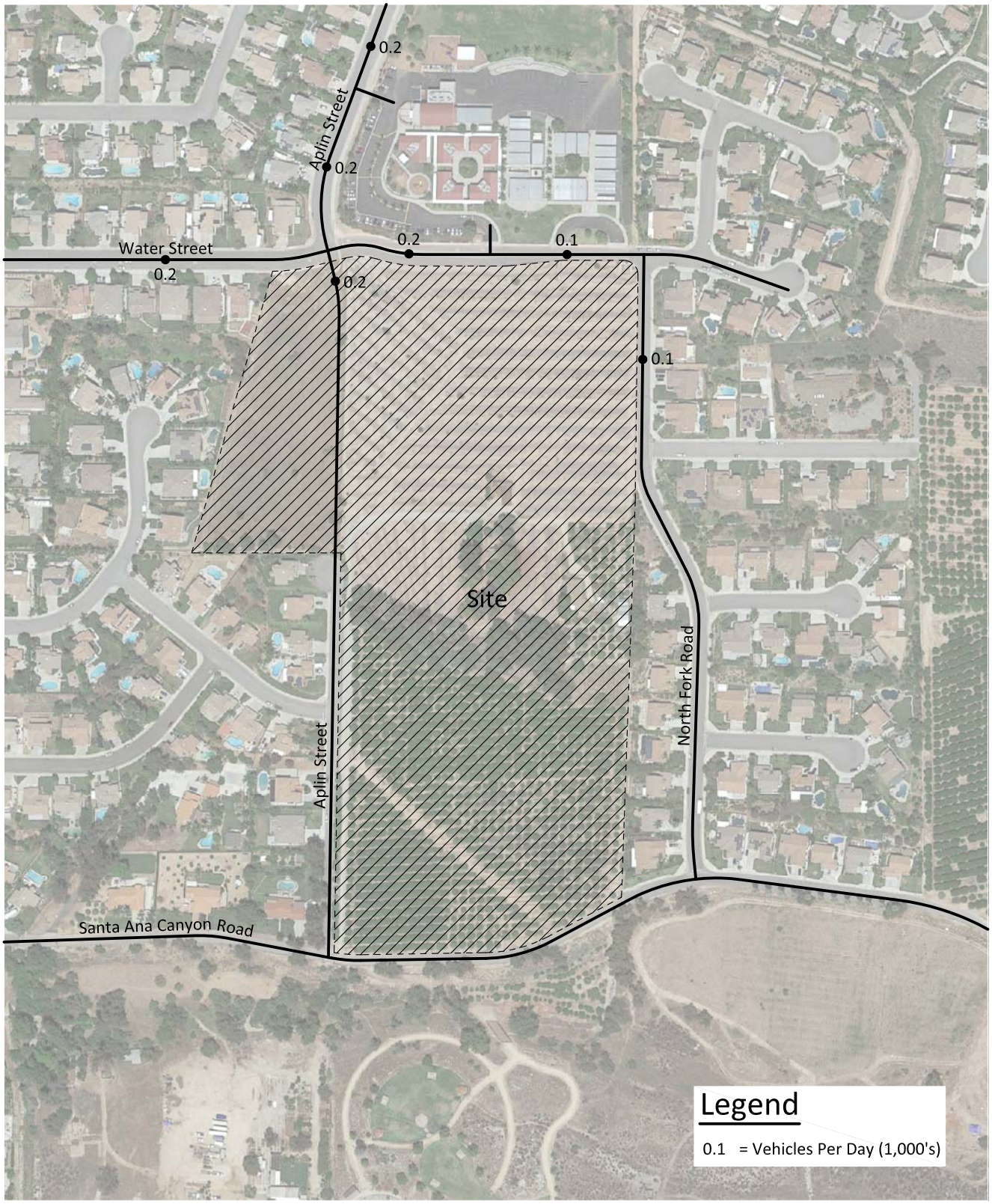


5799/10

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 11
Project Average Daily Traffic Volumes

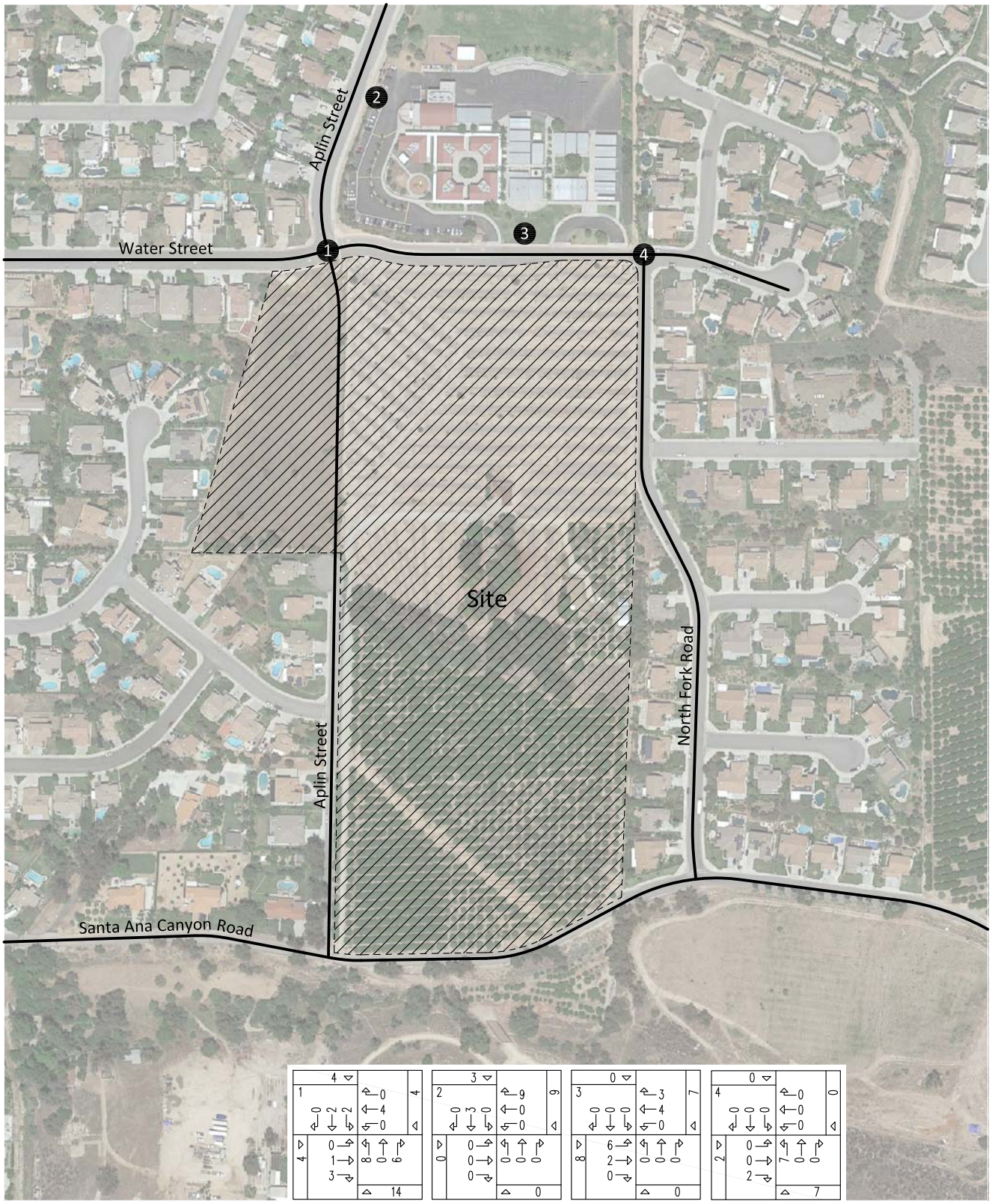


5799/11

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 12
Project Morning Peak Hour Intersection Turning Movement Volumes

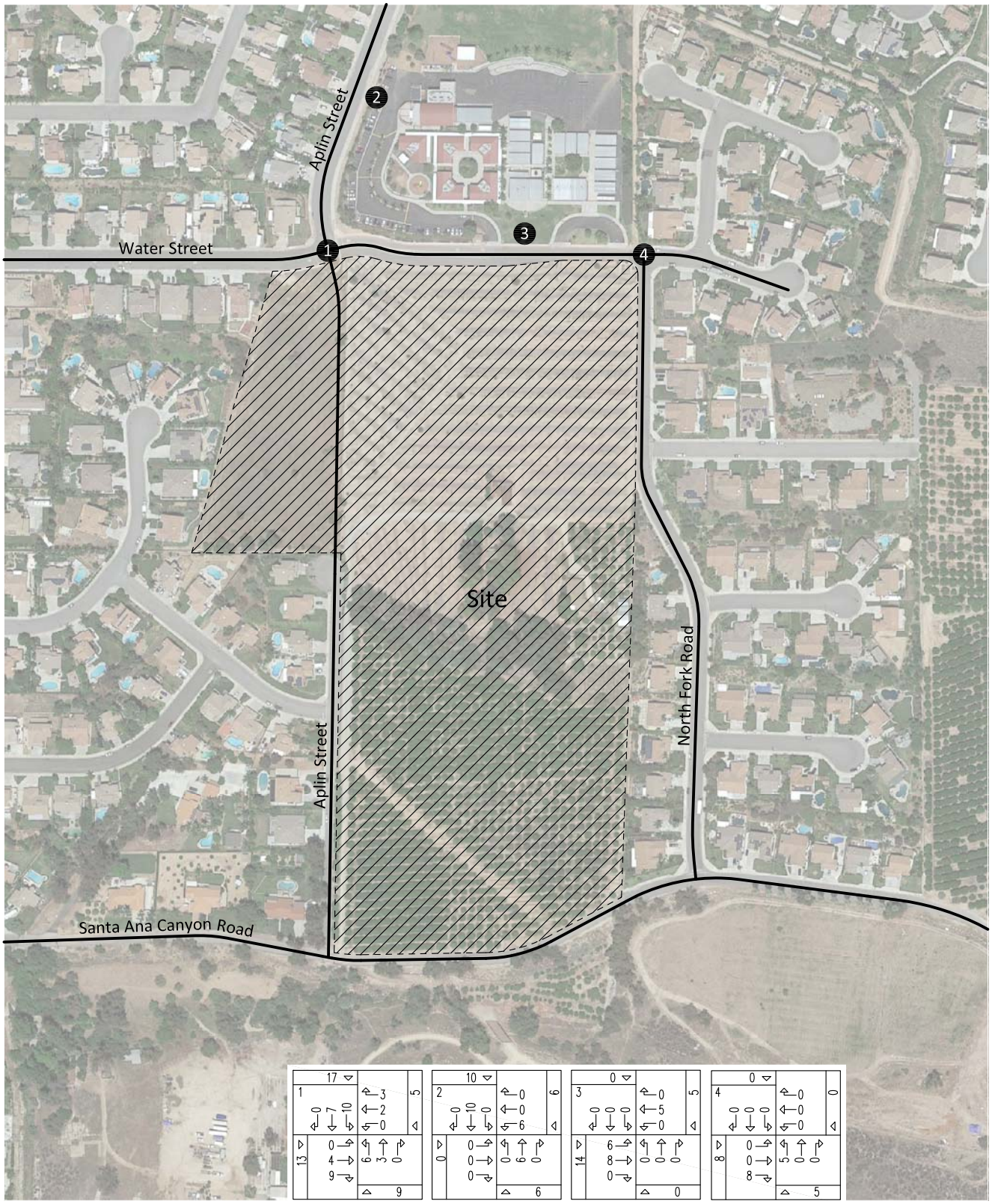


5799/12

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 13
Project Afternoon Peak Hour Intersection Turning Movement Volumes



5799/13

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

No.	Title	Land Use	No. of Units	Unit
1	Santa Ana River Wash - See Attached	Cement Plant		
2	Blossom Trails - See Attached	Single Family Residential	14	DU
		Residential Condominium	306	DU
3	Richmond American 121 SFD Gated Community - See Attached	Single Family Residential **Under Construction**	121	DU
4	San Manuel Village - See Attached	Restaurant with Drive Through	3.50	TSF
	Partially Built - items remaining include	Restaurant	5.80	TSF
5	Highland Crossroads - See Attached (Formerly Regency Center) Partially Occupied - items remaining	Retail	42.84	TSF
		Retail w/ Drive Through	5	TSF
6	Retail Center - See Attached	Fast Food	14.38	TSF
	Boulder Avenue / Greenspot Road CUP-007-008 - Boulder Holdings	Retail	16.33	TSF
7	Centerstone Single Family Homes - See Attached	Residential	125	DU
8	Greenspot Village & Marketplace - See Attached	Residential / Retail		
9	Chong Homes - See Attached	Residential	5	DU
10	Harmony Development - See Attached	Residential / Retail		
11	NWC Seine / Base Line	Fast Food Restaurants	5.143	TSF
12	Orange New Jersey Pro - See Attached	Industrial Park **Entitled**	126.9	TSF
13	Heather Glen TPM 17604 - South of Greenspot Rd, Between Merris & Weaver	Single Family Residential	215.0	DU
14	St. Adelaide Expansion - New Ministry Offices - Phase I of II Built	General Office Building	9.0	TSF
15	REAL Academies School	26655 Highland Ave		
16	Number available for assignment to new project			
17	Immanuel Baptist Church	28355 Base line - Addition	90.00	TSF
18	Arco, Victoria / Highland Avenue - Gas Station and Motel Expansion	Convenience Store	2.4	TSF
		Motel	72	Units
19	Transition Properties	Warehouses	117,860	TSF
20	Number available for assignment to new project			
21	Peter Le (Residential)	Single Family-Detached	8	DU
22	Hispano Investors Residential	Single Family-Detached	17	DU

No.	Title	Land Use	No. of Units	Unit
23	Golden Security Bank	Single Family-Detached **Under Construction**	9	DU
24	Ross Jones (Residential)	Single Family-Detached	4	DU
25	South Terminus of Lillian Lane	Single Family-Detached	13	DU
26	Number available for assignment to new project			
27	SWC Alta Vista and Santa Ana Canyon Road	Single Family-Detached	56	DU
28	Southeast Corner of Base Line and Seine Avenue	Retail	23.5	TSF
29	Keven Chong - Northwest Corner of Base Line and Boulder	Bank	5.2	TSF
30	Pepito's	Restaurant/Commercial	Remodel	
31	26459 Base Line	Commercial	Remodel	
32	Mediterra Specific Plan - See Attached North of Greenspot Road, East of Santa Paula	Residential	300	DU
33	Arco Addition of Car Wash and QSR SWC of Base Line / Seine		4	TSF
34	Number available for assignment to new project			
35	Highland Park - Mastercraft Homes North of Base Line, West of Weaver	Residential **Entitled**	46	DU
36	Number available for assignment to new project			
37	Farmer Boys - See Attached NWC Palm / 5th - Partially Built	Retail w/ Drive through		
38	TTP 18935 & Adjacent Tract - See Attached South of Waters, Along Aplin	Single Family Detached	80	DU

City of Redlands

List of Cumulative Projects

City of Redlands

New Development (Under Development, Entitled, and in Planning)

January, 2018

Residential

Project	Project Type	Cross Streets	Total Units	Single Family	Multi-Family	Status
Tract 18988	Single Family	Pioneer/Texas	82	82		Under Development
Tract 18979	Single Family	Lucas/San Bernardino	55	55		Under Development
Tract 18762 (Mixed Income)	SFR/MFR	Orange/Lugonia	228	39	189	Under Development
Tract 18845	Single Family	S/O Highview/ E/O South Ln	24	24		Entitled
Tract 16915	Single Family	Highland/Redlands St	6	6		Under Development
Tract 16586	Single Family	N/O Reservoir Rd/Wabash	76	76		Entitled
Tract 16878	Single Family	SWC San Bernardino/Wabash	76	76		Entitled
Tract 19975	Single Family	San Bernardino/Pennsylvania	67	67		Entitled
Tract 17022	Single Family	Texas/Pioneer	12	12		Entitled
CUP 1045 - Liberty Lane Apts	Multi-Family	SWC Lugonia/Texas	80		80	Entitled
Tract 17265	Single Family	Live Oak Canyon	24	24		Entitled
Tract 17675	Single Family	Sunnyside/Linda Vista	11	11		Entitled
Parcel Map 17548	Single Family	Edgemont/Sunset	3	3		Entitled
Tract 16402 (Annexation)	Single Family	Madeira Ave	26	26		Entitled
Tract 16816	Single Family	Alessandro/ S/O Sunset	10	10		Entitled
Tract 16287	Single Family	Occidental	12	12		Entitled
Tract 18182	Single Family	San Bernardino/ E/O Church	27	27		Entitled
Tract 17080	Single Family	Wabash/Sunset	8	8		Entitled
Tract 18952 (In County/Sphere of Influence)	Single Family	Colton/Opal	131	131		Entitled
Tract 18979	Single Family	NEC San Bernardino/Judson	55	55		Entitled
Tract 19956	Single Family	Wabash/Highland	40	40		Entitled
Tract 19942	Single Family	Wabash/Sylvan	34	34		Entitled
Tract 19975	Single Family	SEC San Bernardino/Judson	67	67		Entitled
Tract 20079	Single Family	NEC San Bernardino/Judson	14	14		Entitled
CUP 1102 & Zone Change - Apt Bldgs	Multi-Family	Judson/Grove	96		96	In Planning
CRA 893 - Apt Bldg	Multi-Family	317 Brookside	8		8	In Planning
CUP 1096 - Casa Loma Apts	Multi-Family	SWC Lugonia/University St.	120		120	In Planning
Tract 20126	Single Family	NEC Lugonia/Judson	103	103		In Planning
Total			**1,495**	**1,002**	**493**	

Commercial/Industrial/Other

Project	Project Type	Cross Streets	SQ FT	Status
CRA 879 - 2 Industrial Buildings	Warehouse	Iowa St/Park Ave	78,565	Entitled
CRA 880 - 3 Industrial Buildings	Warehouse	Alabama/Park	170,443	Under Development
CUP 945 - Redlands Crossing w/ Walmart	Shopping Center	SEC San Bernardino/Tennessee	256,614	Entitled
CUP 29 (Revision 3) - Valley Prep	Carports for School	1605 Ford St	3,266	In Planning
CUP 1052 - City of Redlands	Non-Potable Reservoir	Texas/Pennsylvania	0	Entitled
CUP 905 (Revision 3)- Packing House District	Shopping Center	Eureka/Stuart	88,075	Under Development
CUP 1065 - RV Storage Expansion - 204 spaces	Carports for RV Storage	Wabash/Nice	127,746 unenclosed	Under Development
CUP 114 (Revision 3) - Expansion of Existing Church/Preschool	Education Building at Church	1505 Ford St	4,300	Entitled
CUP 335 (Revision 14) Redlands Community Hospital	Hospital Expansion	350 Terracina Blvd	8,530	Entitled
CRA 889 - 88 Room Hotel	Hotel	Lugonia/ E/O Nevada	55,465	In Planning
CRA 753 - Addition to Private School	School Addition	130 Tennessee	1,200	Entitled
CRA 887 - Building Addition to Dentist Office	Dentist Office	219 Cajon Street	363	Entitled
CUP 616 Revision 2 - Addition to Private School	Student Services Building	1890 Orange Ave	1,952	Under Development
CUP 343 Revision 1 - Addition to Private School	Classroom Building	168 Bellevue Ave	1,800	Entitled
CUP 1061, CRA 889 (5000sf Retail/Rest/Drivethru, 23,490 sf Daycare)	Multi-tenant commercial, daycare, and drive-thru	1035 Parkford Dr	28,490	In Planning
CUP 1056 - 77 room hotel	Hotel	Industrial Park Ave/Colton	44,000	In Planning
CUP - MOD Packinghouse	Multi-tenant restaurant/retail food hall	330 3rd St	14,000	In Planning
CRA 890 - Parkford Shopping Center Expansion	Shopping Center	Ford St/Parkford Dr	15,000	Entitled
CRA 891 - Industrial Building	Multi-tenant light industrial	614, 624, 634 Nevada	16,676	Entitled
CUP 1076 - 123 room hotel	Hotel	1700 Orange Tree Ln	48,224	In Planning
Total			**836,963**	

County of San Bernardino

List of Cumulative Projects

APN	NUMBER_KEY	TYPE_TITLE	DATA_STATUS	APPLICANT_NAME	Community	LOCATION	TEXT_021	REPRESENTATIVE_NAME	SUB_TYPE	DESCRIPTION
029112101	PH0628489A	Planning DATES History	UNKNOWN	ROBERTSON'S READY MIX		ALABAMA ST EAST OF FIFTH ST SOUTH OF SANTA ANA RIVER NOR			SAMR	MINE/BATCH PLNT/ROAD
029112202	PH0628489A	Planning DATES History	UNKNOWN	ROBERTSON'S READY MIX		ALABAMA ST EAST OF FIFTH ST SOUTH OF SANTA ANA RIVER NOR			SAMR	MINE/BATCH PLNT/ROAD
029112203	PH0628489A	Planning DATES History	UNKNOWN	ROBERTSON'S READY MIX		ALABAMA ST EAST OF FIFTH ST SOUTH OF SANTA ANA RIVER NOR			SAMR	MINE/BATCH PLNT/ROAD
029114101	PH0628489A	Planning DATES History	UNKNOWN	ROBERTSON'S READY MIX		ALABAMA ST EAST OF FIFTH ST SOUTH OF SANTA ANA RIVER NOR			SAMR	MINE/BATCH PLNT/ROAD
029114104	PH0628489A	Planning DATES History	UNKNOWN	ROBERTSON'S READY MIX		ALABAMA ST EAST OF FIFTH ST SOUTH OF SANTA ANA RIVER NOR			SAMR	MINE/BATCH PLNT/ROAD
029114107	PH0628489A	Planning DATES History	UNKNOWN	ROBERTSON'S READY MIX		ALABAMA ST EAST OF FIFTH ST SOUTH OF SANTA ANA RIVER NOR			SAMR	MINE/BATCH PLNT/ROAD
029114108	PH0425688B	Planning DATES History	UNKNOWN						SAMR	SAMR/343 ACRES
029114109	PH0628489A	Planning DATES History	UNKNOWN	ROBERTSON'S READY MIX		ALABAMA ST EAST OF FIFTH ST SOUTH OF SANTA ANA RIVER NOR			SAMR	MINE/BATCH PLNT/ROAD
029114110	PH0628489A	Planning DATES History	UNKNOWN	ROBERTSON'S READY MIX		ALABAMA ST EAST OF FIFTH ST SOUTH OF SANTA ANA RIVER NOR			SAMR	MINE/BATCH PLNT/ROAD
029204207	P200500630	Concurrent Filing Dev	Approved	TC LIT PALMS LLC	REDLANDS/3RD SUPERVISORIAL DISTRICT	PALMETTO AVENUE, NEVADA STREET, OLIVE STREET AND CALIFORNIA STREET, BOUNDED BY	HEIDI DURON		CF	A) GENERAL PLAN AMENDMENT TO CHANGE THE HIGHWAY DESIGNATION OF PALMETTO AVENUE FROM A MAJOR HIGHWAY TO A COLLECTOR STREET, AND CALIFORNIA STREET FROM A MAJOR ARTERIAL TO A SECONDARY HIGHWAY B) DEVELOPMENT CODE AMENDMENT TO CHANGE THE CIRCULATION DESIGN GUIDELINES REGARDING PALMETTO AVENUE AND CALIFORNIA STREET WITHIN THE EC/PD LAND USE DISTRICT C) CONDITIONAL USE PERMIT TO ESTABLISH A 54,005 SF, A 146,440 SF, A 585,221, AND A 784,200 SF SPECULATIVE INDUSTRIAL BUILDINGS ON 73.7 ACRES.
029204307	P201300599	Concurrent Filing Dev	Cond Apr	KTR PROPERTY TRUST I	REDLANDS/3RD SUPERVISORIAL DISTRICT	NEVADA STREET AND PIONEER AVENUE, NORTHEAST CORNER	CHRIS WARRICK	PATRICK J MEYER-URBAN ENVI	CF	MAJOR REVISION TO APPROVED ACTION FOR THE CONSTRUCTION OF A 206,700 SQUARE FOOT ADDITION TO AN EXISTING 390,780 SQUARE FOOT HIGH CUBE WAREHOUSE FOR A TOTAL BUILDING AREA OF 606,830 SQUARE FEET ON 27.83 ACRES
029204307	P201700441	Post Conditional Approva	Approved	SCOTT MULKAY - PROLOGIS	REDLANDS/3RD SUPERVISORIAL DISTRICT	27050 PIONEER AVE REDLANDS 92374	CHRIS WARRICK	SCOTT MULKAY	EXT	EXTENSION OF TIME - P201300599
029204307	P201700728	Land Use Projects	Filed	PROLOGIS USLV NEWCA 7, LLC C/O SCOTT MULKAY	SAN BERNARDINO/3RD SUPERVISORIAL DISTRICT	27050 PIONEER AVE REDLANDS 92374	JIM MORRISSEY	ALBERT A. WEBB ASSOCIATES (	CUP	SUBMITTED AS A CONDITIONAL USE PERMIT FOR A TRUCK TRAILER LOT. HOWEVER, THE TYPE OF APPLICATION MAY CHANGE BASED UPON AN UPCOMING MEETING WITH THE APPLICANT ON FEBRUARY 1, 2018.
029204312	P201300599	Concurrent Filing Dev	Cond Apr	KTR PROPERTY TRUST I	REDLANDS/3RD SUPERVISORIAL DISTRICT	NEVADA STREET AND PIONEER AVENUE, NORTHEAST CORNER	CHRIS WARRICK	PATRICK J MEYER-URBAN ENVI	CF	MAJOR REVISION TO APPROVED ACTION FOR THE CONSTRUCTION OF A 206,700 SQUARE FOOT ADDITION TO AN EXISTING 390,780 SQUARE FOOT HIGH CUBE WAREHOUSE FOR A TOTAL BUILDING AREA OF 606,830 SQUARE FEET ON 27.83 ACRES
029204312	P201300600	Land Division Projects	Incmplet	KTR CAPITAL PARTNERS	/3RD SUPERVISORIAL DISTRICT	NEVADA STREET AND PIONEER AVENUE, NORTHEAST CORNER	CHRIS WARRICK		MRG-CF	
029204312	P201700441	Post Conditional Approva	Approved	SCOTT MULKAY - PROLOGIS	REDLANDS/3RD SUPERVISORIAL DISTRICT	27050 PIONEER AVE REDLANDS 92374	CHRIS WARRICK	SCOTT MULKAY	EXT	EXTENSION OF TIME - P201300599
029205114	P201400078	Land Use Projects	Cond Apr	MANNY GONZALES ALBERT A WEBB ASSOCIATES	REDLANDS/3RD SUPERVISORIAL DISTRICT	ALABAMA ST, WEST SIDE; SAN BERNARDINO AVE, NORTH SIDE	Linda Mawby	DENNY BEAN	CUP	CONDITIONAL USE PERMIT FOR A 165,984 SQUARE FOOT HIGH CUBE WAREHOUSE DISTRIBUTION FACILITY WITH 10,000 SQUARE FEET OF OFFICE AREA ON 8.75 ACRES.
029205114	P201600451	Revision Activity	Cond Apr	ERIN PLOURDE- LIBERTY PROPERTY TRUST	REDLANDS/3RD SUPERVISORIAL DISTRICT	ALABAMA STREET AND SAN BERNARDINO AVE	ARON LIANG	BRIDGETT HERDMAN	RMC	MINOR REVISON TO APPROVED ACTION TO REDUCE BUILDING SIZE, SEPARATE AUTO PARKING FROM TRUCK CIRCULATION, ELIMINATE AUTO PARKING ALONG TRUCK ENTIRES, INCREASE BUILDING SETBACK AND INSTALL A SECOND DRIVEWAY ON SAN BERNARDINO AVENUE, LOCATED AT THE NORTHWEST CORNER OF ALABAMA STREET AND SAN BERNARDINO AVENUE. THIRD SUPERVISORIAL DISTRICT; PROJECT # P201600451
029205121	P201700142	Land Use Projects	Accepted	JACKSON SMITH - NEWCASTLE PARTNERS	REDLANDS/3RD SUPERVISORIAL DISTRICT	SAN BERNARDINO AVE. NORTH SIDE; ALABAMA ST., APPROX. 630' WEST OF	ARON LIANG	KIMLEY-HORN AND ASSOCIATE	CUP	CONDITIONAL USE PERMIT APPLICATION TO CONSTRUCT A 190,086-SQUARE FOOT WAREHOUSE BUILDING, LOCATED ON THE NORTH SIDE OF SAN BERNARDINO AVENUE, APPROXIMATELY 590 FEET WEST OF ALABAMA STREET, IN EAST VALLEY AREA PLAN, SPECIAL DEVELOPMENT (EV/SD) ZONING DISTRICT; 3RD SUPERVISORIAL DISTRICT; APN: 0292-051-21; PROJECT P201700142

029205312	P201300195	Revision Activity	Cond Apr	TRANSTECH-DAVID MLYNARSKI	REDLANDS/3RD SUPERVISORIAL DISTRICT	LUGONIA AVE. NORTH SIDE OF; NEVADA ST. APPROX. 635' EAST OF.	CHRIS WARRICK	TRANS TECH - DAVID MLYNARS	RMC	Revision to Approved Action for an off-site, 70,000 square foot, detention basin and storm drain facilities on a portion of a 9.1-acre site (APN: 0292-053-12) for the purpose of accommodating the drainage for the University Crossing Planned Residential Development (PRD) (APN: 0292-055-21 and 24)
029205312	P201700245	Planned Development	Accepted	CR THE REDLANDS LLC C/O TRANSTECH ENGINEERS INC	TWENTYNINE PALMS/3RD SUPERVISORIAL DISTRICT	10046 NEVADA ST REDLANDS 92374	CHRIS WARRICK	DAVID MLYNARSKI - TRANSTEC	PDP	PLANNED RESIDENTIAL DEVELOPMENT (PRD) THAT INCLUDES A PRELIMINARY AND FINAL DEVELOPMENT PLAN FOR A 353 UNIT MULTI-FAMILY RESIDENTIAL PROJECT WITH A TOTAL OF 5 STRUCTURES RANGING FROM TWO-STORIES TO FOUR STORIES IN HEIGHT AND A RECREATION CENTER ON 8.58 ACRES
029205313	P201300195	Revision Activity	Cond Apr	TRANSTECH-DAVID MLYNARSKI	REDLANDS/3RD SUPERVISORIAL DISTRICT	LUGONIA AVE. NORTH SIDE OF; NEVADA ST. APPROX. 635' EAST OF.	CHRIS WARRICK	TRANS TECH - DAVID MLYNARS	RMC	Revision to Approved Action for an off-site, 70,000 square foot, detention basin and storm drain facilities on a portion of a 9.1-acre site (APN: 0292-053-12) for the purpose of accommodating the drainage for the University Crossing Planned Residential Development (PRD) (APN: 0292-055-21 and 24)
029205407	P200800142	Concurrent Filing Dev	Cond Apr	STONE CREEK COMPANY	REDLANDS/3RD SUPERVISORIAL DISTRICT	ALABAMA STREET & ALMOND AVENUE, NORTHWEST CORNER	JOHN P MCGUCKIAN	URBAN ENVIRONS	CF	CONDITIONAL USE PERMIT FOR THE DEVELOPMENT OF A COMMERCIAL PROJECT THAT INCLUDES RETAIL, RESTAURANT AND OFFICE USES CONSISTING OF FIVE (5) TWO STORY BUILDINGS AND SEVEN (7) ONE STORY BUILDINGS WITH A MAXIMUM FLOOR AREA OF 216,500 SQUARE FEET AND A THREE STORY HOTEL WITH 180 ROOMS AND A FLOOR AREA OF 80,000 SQUARE FEET ON 19.03 NET ACRES, AND TENTATIVE TRACT MAP 18690 TO SUBDIVIDE 19.57 GROSS ACRES INTO 13 LOTS FOR COMMERCIAL DEVELOPMENT.
029205407	P200800150	Land Division Projects	Cond Apr	STONE CREEK COMPANY	REDLANDS/3RD SUPERVISORIAL DISTRICT	ALABAMA STREET & ALMOND AVENUE, NORTHWEST CORNER	JOHN P MCGUCKIAN	URBAN ENVIRONS	TT-CF	TENTATIVE TRACT MAP 18690 FOR A 14 LOT COMMERCIAL SUBDIVISION ON 19.60 ACRES
029205407	P200800151	Land Use Projects	Cond Apr	STONE CREEK COMPANY	REDLANDS/3RD SUPERVISORIAL DISTRICT	ALABAMA STREET & ALMOND AVENUE, NORTHWEST CORNER	JOHN P MCGUCKIAN	URBAN ENVIRONS	CUP-CF	CONDITIONAL USE PERMIT TO ESTABLISH A MAXIMUM 280,000 SF OFFICE/RETAIL COMPLEX WITH SIX 2- STORY BUILDINGS, SEVEN 1-STORY BUILDINGS AND A 180 ROOM HOTEL ON 19.60 ACRES
029205407	P201300529	Concurrent Filing Dev	Cond Apr	ALABAMA VENTURE I LP	REDLANDS/3RD SUPERVISORIAL DISTRICT	ALMOND AVENUE, NORTH SIDE; NEVADA STREET AND ALABAMA STREET, EXTENDING BETWEEN	Reuben Arceo	URBAN ENVIRONS- PATRICK J.	CF	Conditional Use Permit to construct a 611,908 square foot multi-use industrial and warehouse building. The project is also associated with a tentative parcel map, Case No. P201300539 to subdivide a 43 acre site into two parcels - with Parcel 1 containing 16.28 acres and Parcel 2, 30.01 acres, which is aslo the parcel intended to accommodate the 611,908 industrial warehouse facility.
029205407	P201300539	Land Division Projects	Approved	ALABAMA VENTURE I LP	/3RD SUPERVISORIAL DISTRICT	ALABAMA ST, WEST SIDE; SAN BERNARDINO AVE. APPROX. 200' SOUTH OF.	Reuben Arceo		TPM-CF	Tentative Parcel Map to subdivide forty-three acres into two parcels with Parcel 1 containing 16.28 acres and Parcel 27.85 acres for purposes of constructing future industrial/warehousing buildings.
029205407	P201300615	Land Use Projects	Cond Apr	ALABAMA VENTURE I LP	REDLANDS/3RD SUPERVISORIAL DISTRICT	NORTHWEST CORNER OF ALMOND AVENUE AND ALABAMA STREET	JIM MORRISSEY	URBAN ENVIRONS	CUP	CONDITIONAL USE PERMIT FOR THE CONSTRUCTION OF A 313,255 SQ. FT. WAREHOUSE BUILDING.
029205511	P201000096	Revision Activity	Closed	REDLANDS TOWN CENTER RETAIL III LLC	REDLANDS/3RD SUPERVISORIAL DISTRICT	LUGONIA AVE. NORTH SIDE; APPROX. 630' EAST OF NEVADA ST		STATHI MARCOPULOS	RMC	REVISION TO AN APPROVED ACTION TO MODIFY LANDSCAPE AND RELOCATE TRASH ENCLOSURE FOR AN EXISTING SHOPPING CENTER ON 9.21 ACRES
029205525	P201300104	Revision Activity	Finaled	PROLOGIS L P	REDLANDS/3RD SUPERVISORIAL DISTRICT	ALMOND AVENUE AND NEVADA STREET, SOUTHEAST CORNER	John Oquendo	MIG - HOGLE IRELAND	RMC	REVISION TO APPROVED ACTION TO PHASE THE ONSITE IMPROVEMENTS OF A 425,000 SQUARE FOOT WAREHOUSE DISTRIBUTION FACILITY ON 18.3 ACRES APPROVED ORIGNIALLY UNDER CONDITIONAL USE PERMIT NO. P201100383. PHASE ONE WILL INCLUDE THE CONSTRUCTION OF A 327,457 SQUARE FOOT WAREHOUSE BUILDING THAT INCLUDES 21,250 SQUARE FEET OF OFFICE AREA, AN 88 SQUARE FOOT GUARD SHACK, AND A 400 SQUARE FOOT FIRE PUMP HOUSE. PHASE TWO WILL CONSTRUCT THE REMAINING 97,055 SQUARE FOOT BUILDING AREA WHICH INCLUDES A 3,000 SQUARE FOOT MEZZANINE.
029205525	P201300292	Post Conditional Approva	Approved	PROLOGIS	/5TH SUPERVISORIAL DISTRICT	ALMOND AVENUE	John Oquendo		LND	Revised Landscape Plans

029207156	P201600335	Revision Activity	Cond Apr	PROLOGIS-JAMES JACHETTA	REDLANDS/3RD SUPERVISORIAL DISTRICT	27573 RIVER BLUFF AVE REDLANDS 92374	Reuben Arceo		RMC	REVISION TO AN APPROVED ACTION TO MODIYU A 289,327 SQUARE FOOT INDUSTRIAL BUILDING SITUATED ON A 13.29 ACRE SITE THAT APPROVED BY THE PLLANING COMMISSOIN ON NOVEMBER 21, 2013, REFERENCED AS PROJECT NO. P201300064. APPLICANT PROPOSES THE FOLLOWING REVISIONS:
029207158	P201300064	Land Use Projects	Cond Apr	PROLOGIS L P	REDLANDS/3RD SUPERVISORIAL DISTRICT	ALABAMA STREET AND RIVER BLUFF ROAD, SOUTHEAST CORNER	ROMO PLANNING GUS ROMO	MIG/HOGLE-IRELAND	CUP	CONDITIONAL USE PERMIT TO CONSTRUCT A 289,327 SF WAREHOUSE/DISTRIBUTION FACILITY ON A 13.29-ACRE SITE.
029207158	P201600430	Post Conditional Approva	Approved	PROLOGIS - JAMES JACHETTA	REDLANDS/3RD SUPERVISORIAL DISTRICT	ALABAMA STREET AND RIVER BLUFF ROAD, SOUTHEAST CORNER	Reuben Arceo	MIG/HOGLE IRELAND - DEIDRE	EXT	EXTENSION OF TIME FOR P201300064, CUP approved by the PC on November 21, 2013 to construct a 289,327 square foot industrial buiilding. The project's because effective on December 5, 2013 and the construction expiration terminates on December 5, 2016. The applicant is requesting a 36 month time extension.
29207218,19	P201700126	Revision Activity	Cond Apr	PLUG POWER - JACK LAKE	REDLANDS/3RD SUPERVISORIAL DISTRICT	27517 PIONEER AVE REDLANDS 92374	CHRIS WARRICK	TOM DONAHUE	RMC	REVISION TO APPROVED ACTION TO CONSTRUCT A HYDROGEN FUEL TANK FACILITY, AN EMPLOYEE CANOPY, ADDITIONAL SCE TRANSFORMERS ADJACENT TO PIONEER ST. AND ADD ADDITIONAL EMPLOYEE PARKING TO SERVE THE EXISTING 777, 620 SQUARE FOOT AMAZON FULLFILLMENT CENTER.
029208235	P201700660	Revision Activity	Accepted	SEAN C. VAN RYDER/ COMMERCE CONSTRUCTION CO. LP	REDLANDS/3RD SUPERVISORIAL DISTRICT	W SAN BERNARDINO AVE REDLANDS CA 92374	CHRIS WARRICK		RMC-CF	MINOR REVISION TO AN APPROVED ACTION TO AMEND THE FINAL DEVELOPMENT PLAN FOR PHASE 2 OF THE MOUNTAIN GROVE AT CITRUS PLAZA PLANNED DEVELOPMENT INVOLVING THE CONSOLIDATION OF TWO HOTELS WITH A TOTAL OF 129 ROOMS TO A SINGLE HOTEL WITH 104 ROOMS AND A RECONFIGURATION OF THE RETAIL/RESTRAUNT PADS IN THE NORTHWEST PORTION OF THE SITE AFFECTING APPROX. 6.25 ACRES
029208236	P201700660	Revision Activity	Accepted	SEAN C. VAN RYDER/ COMMERCE CONSTRUCTION CO. LP	REDLANDS/3RD SUPERVISORIAL DISTRICT	W SAN BERNARDINO AVE REDLANDS CA 92374	CHRIS WARRICK		RMC-CF	MINOR REVISION TO AN APPROVED ACTION TO AMEND THE FINAL DEVELOPMENT PLAN FOR PHASE 2 OF THE MOUNTAIN GROVE AT CITRUS PLAZA PLANNED DEVELOPMENT INVOLVING THE CONSOLIDATION OF TWO HOTELS WITH A TOTAL OF 129 ROOMS TO A SINGLE HOTEL WITH 104 ROOMS AND A RECONFIGURATION OF THE RETAIL/RESTRAUNT PADS IN THE NORTHWEST PORTION OF THE SITE AFFECTING APPROX. 6.25 ACRES
029208253	P201700660	Revision Activity	Accepted	SEAN C. VAN RYDER/ COMMERCE CONSTRUCTION CO. LP	REDLANDS/3RD SUPERVISORIAL DISTRICT	W SAN BERNARDINO AVE REDLANDS CA 92374	CHRIS WARRICK		RMC-CF	MINOR REVISION TO AN APPROVED ACTION TO AMEND THE FINAL DEVELOPMENT PLAN FOR PHASE 2 OF THE MOUNTAIN GROVE AT CITRUS PLAZA PLANNED DEVELOPMENT INVOLVING THE CONSOLIDATION OF TWO HOTELS WITH A TOTAL OF 129 ROOMS TO A SINGLE HOTEL WITH 104 ROOMS AND A RECONFIGURATION OF THE RETAIL/RESTRAUNT PADS IN THE NORTHWEST PORTION OF THE SITE AFFECTING APPROX. 6.25 ACRES
029208276	P201700660	Revision Activity	Accepted	SEAN C. VAN RYDER/ COMMERCE CONSTRUCTION CO. LP	REDLANDS/3RD SUPERVISORIAL DISTRICT	W SAN BERNARDINO AVE REDLANDS CA 92374	CHRIS WARRICK		RMC-CF	MINOR REVISION TO AN APPROVED ACTION TO AMEND THE FINAL DEVELOPMENT PLAN FOR PHASE 2 OF THE MOUNTAIN GROVE AT CITRUS PLAZA PLANNED DEVELOPMENT INVOLVING THE CONSOLIDATION OF TWO HOTELS WITH A TOTAL OF 129 ROOMS TO A SINGLE HOTEL WITH 104 ROOMS AND A RECONFIGURATION OF THE RETAIL/RESTRAUNT PADS IN THE NORTHWEST PORTION OF THE SITE AFFECTING APPROX. 6.25 ACRES
029208277	P201700660	Revision Activity	Accepted	SEAN C. VAN RYDER/ COMMERCE CONSTRUCTION CO. LP	REDLANDS/3RD SUPERVISORIAL DISTRICT	W SAN BERNARDINO AVE REDLANDS CA 92374	CHRIS WARRICK		RMC-CF	MINOR REVISION TO AN APPROVED ACTION TO AMEND THE FINAL DEVELOPMENT PLAN FOR PHASE 2 OF THE MOUNTAIN GROVE AT CITRUS PLAZA PLANNED DEVELOPMENT INVOLVING THE CONSOLIDATION OF TWO HOTELS WITH A TOTAL OF 129 ROOMS TO A SINGLE HOTEL WITH 104 ROOMS AND A RECONFIGURATION OF THE RETAIL/RESTRAUNT PADS IN THE NORTHWEST PORTION OF THE SITE AFFECTING APPROX. 6.25 ACRES

029208278	P201700660	Revision Activity	Accepted	SEAN C. VAN RYDER/ COMMERCE CONSTRUCTION CO. LP	REDLANDS/3RD SUPERVISORIAL DISTRICT	W SAN BERNARDINO AVE REDLANDS CA 92374	CHRIS WARRICK		RMC-CF	MINOR REVISION TO AN APPROVED ACTION TO AMEND THE FINAL DEVELOPMENT PLAN FOR PHASE 2 OF THE MOUNTAIN GROVE AT CITRUS PLAZA PLANNED DEVELOPMENT INVOLVING THE CONSOLIDATION OF TWO HOTELS WITH A TOTAL OF 129 ROOMS TO A SINGLE HOTEL WITH 104 ROOMS AND A RECONFIGURATION OF THE RETAIL/RESTRAUNT PADS IN THE NORTHWEST PORTION OF THE SITE AFFECTING APPROX. 6.25 ACRES
029208279	P201700660	Revision Activity	Accepted	SEAN C. VAN RYDER/ COMMERCE CONSTRUCTION CO. LP	REDLANDS/3RD SUPERVISORIAL DISTRICT	W SAN BERNARDINO AVE REDLANDS CA 92374	CHRIS WARRICK		RMC-CF	MINOR REVISION TO AN APPROVED ACTION TO AMEND THE FINAL DEVELOPMENT PLAN FOR PHASE 2 OF THE MOUNTAIN GROVE AT CITRUS PLAZA PLANNED DEVELOPMENT INVOLVING THE CONSOLIDATION OF TWO HOTELS WITH A TOTAL OF 129 ROOMS TO A SINGLE HOTEL WITH 104 ROOMS AND A RECONFIGURATION OF THE RETAIL/RESTRAUNT PADS IN THE NORTHWEST PORTION OF THE SITE AFFECTING APPROX. 6.25 ACRES
029215223	P200800461	Revision Activity	Cond Apr	LOMA LINDA INDONESIAN SDA CHURCH	LOMA LINDA/3RD SUPERVISORIAL DISTRICT	CALIFORNIA STREET, EAST SIDE; APPROXIMATELY 300' NORTH OF CITRUS AVENUE	OXSO SHAHRIARI	MADOLE & ASSOCIATES	RMC	REVISION TO AN APPROVED ACTION TO ADD A 22,000 SQUARE FEET SANCTUARY TO AN EXISTING CHURCH FACILITY WITH A MAXIMUM OF 66,000 SF AND A MAXIMUM OCCUPANCY OF 726 ON 4.93 ACRES
029215223	P201000650	Concurrent Filing Dev	Cond Apr	SOUTHEASTERN CALIF CONF/7TH DAY ADV	LOMA LINDA/3RD SUPERVISORIAL DISTRICT	CALIFORNIA STREET, EAST SIDE; APPROX. 340' NORTH OF CITRUS AVENUE	CHRIS WARRICK	DANIEL INJO	CF	A) MERGE 2 PARCELS ON 6.46 ACRES; B) REVISION TO AN APPROVED CHURCH TO INCREASE NUMBER OF PARKING STALLS FROM 245 TO 375, INCREASE SEATING FROM 750 TO 1,140 AND INCREASE SANCTUARY HEIGHT TO 46' ON 6.46 ACRES
029215223	P201100027	Revision Activity	Cond Apr	SOUTHEASTERN CALIF CONF/7TH DAY ADV	LOMA LINDA/3RD SUPERVISORIAL DISTRICT	CALIFORNIA STREET, EAST SIDE; APPROX. 390' NORTH OF CITURS AVENUE	CHRIS WARRICK	DR. DANIEL INJO	RMC-CF	REVISION TO AN APPROVED CHURCH TO INCREASE NUMBER OF PARKING STALLS FROM 245 TO 375, INCREASE SEATING FROM 750 TO 1,140 AND INCREASE SANCTUARY HEIGHT TO 46' ON 6.46 ACRES
029215223	PH0837492D	Planning DATES History	Approved	SOUTHERN CA ASSOC. OF SDA				LIGHTNER, GEORGE	EXT	36 MONTH EXT OF TIME
029215223	PH0837492E	Planning DATES History	UNKNOWN	SO CAL ASSN OF SEVENTY-DAY ADV		CALIFORNIA ST EAST SIDE CITRUS AVE 300' NORTH OF		LIGHTNER DEVELOPMENT INC.	RMC	CUB/91-0047/E265-108
029215232	PH0512888A	Planning DATES History	CLOSE	GD ASSOCIATES & JENKINS, ROBERT G					APPCM	IND PARK/APL CON #5
029215232	PH0512888B	Planning DATES History	CLOSE	JENKINS, ROBERT G		NEW JERSEY STREET 180' WEST OF PARK AVENUE SOUTH SIDE			SA	IND PARK/5.30 ACRES
029215234	P201000650	Concurrent Filing Dev	Cond Apr	SOUTHEASTERN CALIF CONF/7TH DAY ADV	LOMA LINDA/3RD SUPERVISORIAL DISTRICT	CALIFORNIA STREET, EAST SIDE; APPROX. 340' NORTH OF CITRUS AVENUE	CHRIS WARRICK	DANIEL INJO	CF	A) MERGE 2 PARCELS ON 6.46 ACRES; B) REVISION TO AN APPROVED CHURCH TO INCREASE NUMBER OF PARKING STALLS FROM 245 TO 375, INCREASE SEATING FROM 750 TO 1,140 AND INCREASE SANCTUARY HEIGHT TO 46' ON 6.46 ACRES
029215234	P201100027	Revision Activity	Cond Apr	SOUTHEASTERN CALIF CONF/7TH DAY ADV	LOMA LINDA/3RD SUPERVISORIAL DISTRICT	CALIFORNIA STREET, EAST SIDE; APPROX. 390' NORTH OF CITURS AVENUE	CHRIS WARRICK	DR. DANIEL INJO	RMC-CF	REVISION TO AN APPROVED CHURCH TO INCREASE NUMBER OF PARKING STALLS FROM 245 TO 375, INCREASE SEATING FROM 750 TO 1,140 AND INCREASE SANCTUARY HEIGHT TO 46' ON 6.46 ACRES
029216309	P200500152	Land Use Projects	Cond Apr	SOUTHEASTERN CALIF CONF 7TH DAY ADV	AGUA MANSA/3RD SUPERVISORIAL DISTRICT	NEW JERSEY STREET & ORANGE AVE., NORTHEAST CORNER	KEVIN WHITE		CUP	CONDITIONAL USE PERMIT FOR WORSHIP CENTER CONSISTING OF 3,610 SF OFFICE SAPCE, 14,323 SF SANCTUARY, 6,277 SF CHAPEL, 12,160 SF CLASSROOMS AND 29,350 SF RECREATIONAL CENTER ON 8.9 ACRES
029216309	P201000619	Post Conditional Approva	Approved	SOUTHEASTERN CALIF CONF 7TH DAY ADV	/3RD SUPERVISORIAL DISTRICT	NEW JERSEY ST AND ORANGE AVE NORTHEAST CORNER		DAVID ESTANQUE	EXT	EXTENSION OF TIME
029250107	P200900541	Revision Activity	Cond Apr	PROKOS, ANTHONY	REDLANDS/3RD SUPERVISORIAL DISTRICT	LUGONIA AVE., APPROX. 171' NORTH OF; CITRUS PLAZA DRIVE, APPROX, 372' WEST OF	CHRIS WARRICK	FRINK, DAVID	RMC	REVISION TO AN APPROVED ACTION TO ESTABLISH A 7,000 SQ.FT. RESTAURANT, THAT INCLUDES A 793 SQ.FT. OUTDOOR COVERED SEATING AREA & A 832 SQ.FT. ADDITION TO THE EXISTING STRUCTURE & THREE WALL SIGNS, A 49 SQ.FT. SIGN ON THE EAST BLDG. WALL, A 49 SQ.FT. SIGN ON THE NORTH BLDG. WALL & A 46 SQ.FT. SIGN ONTHE WEST BLDG. WALL ON .95 ACRES
029309105	P200500652	Land Use Projects	Cond Apr	ACE BUILDERS, INC.	REDLANDS/3RD SUPERVISORIAL DISTRICT	SAN TIMETEO ROAD AND BERMUDEZ STREET, SOUTHWEST CORNER	HEIDI DURON	SAME AS APPLICANT	CUP	CONDITIONAL USE PERMIT TO ESTABLISH A SOCIAL CARE FACILITY ON 2.5 ACRES
121020101	PH1042199B	Planning DATES History	UNKNOWN	ROBERTSON'S READY MIX		CONE CAMP/GREEN SPOT RDS EXT B GREEN SPOT/CONE CAMP RDS EXT B		PHILLIPS, GRAIG	SMB	MINING/RECLAMATION
29114101, 29114101,29114109,29114110	PH0628489B	Planning DATES History	UNKNOWN	ROBERTSON'S READY MIX & TRI-CITY AGGREGATES, INC.				JCP ASSOCIATES	SAMR*	MINING/RECLAMATION

APPENDIX C:
EXISTING TRAFFIC COUNTS

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

City of Redlands
N/S: California Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_RED_Cali_10W AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	122	141	263	63	0	36	99	140	139	0	279	0	0	0	0	641
07:15 AM	0	117	130	247	56	0	38	94	131	129	0	260	0	0	0	0	601
07:30 AM	0	123	144	267	54	1	25	80	135	109	0	244	0	0	0	0	591
07:45 AM	0	127	130	257	54	0	36	90	125	129	0	254	0	0	0	0	601
Total	0	489	545	1034	227	1	135	363	531	506	0	1037	0	0	0	0	2434
08:00 AM	0	156	184	340	54	0	23	77	135	112	0	247	0	0	0	0	664
08:15 AM	0	114	128	242	61	0	28	89	154	117	0	271	0	0	0	0	602
08:30 AM	0	115	124	239	53	0	26	79	111	104	0	215	0	0	0	0	533
08:45 AM	0	89	72	161	77	2	28	107	112	79	0	191	0	0	0	0	459
Total	0	474	508	982	245	2	105	352	512	412	0	924	0	0	0	0	2258
Grand Total	0	963	1053	2016	472	3	240	715	1043	918	0	1961	0	0	0	0	4692
Apprch %	0	47.8	52.2		66	0.4	33.6		53.2	46.8	0		0	0	0		
Total %	0	20.5	22.4	43	10.1	0.1	5.1	15.2	22.2	19.6	0	41.8	0	0	0	0	
Passenger Vehicles	0	941	956	1897	470	2	214	686	1003	832	0	1835	0	0	0	0	4418
% Passenger Vehicles	0	97.7	90.8	94.1	99.6	66.7	89.2	95.9	96.2	90.6	0	93.6	0	0	0	0	94.2
Large 2 Axle Vehicles	0	2	14	16	2	1	15	18	17	8	0	25	0	0	0	0	59
% Large 2 Axle Vehicles	0	0.2	1.3	0.8	0.4	33.3	6.2	2.5	1.6	0.9	0	1.3	0	0	0	0	1.3
3 Axle Vehicles	0	5	7	12	0	0	2	2	2	18	0	20	0	0	0	0	34
% 3 Axle Vehicles	0	0.5	0.7	0.6	0	0	0.8	0.3	0.2	2	0	1	0	0	0	0	0.7
4+ Axle Trucks	0	15	76	91	0	0	9	9	21	60	0	81	0	0	0	0	181
% 4+ Axle Trucks	0	1.6	7.2	4.5	0	0	3.8	1.3	2	6.5	0	4.1	0	0	0	0	3.9

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	123	144	267	54	**1**	25	80	135	109	0	244	0	0	0	0	591
07:45 AM	0	127	130	257	54	0	**36**	**90**	125	**129**	0	254	0	0	0	0	601
08:00 AM	0	**156**	**184**	**340**	54	0	23	77	135	112	0	247	0	0	0	0	**664**
08:15 AM	0	114	128	242	**61**	0	28	89	**154**	117	0	**271**	0	0	0	0	602
Total Volume	0	520	586	1106	223	1	112	336	549	467	0	1016	0	0	0	0	2458
% App. Total	0	47	53		66.4	0.3	33.3		54	46	0		0	0	0		
PHF	.000	.833	.796	.813	.914	.250	.778	.933	.891	.905	.000	.937	.000	.000	.000	.000	.925

Counts Unlimited
PO Box 1178
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City of Redlands
N/S: California Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_RED_Cali_10W AM
Site Code : 06718128
Start Date : 2/21/2018
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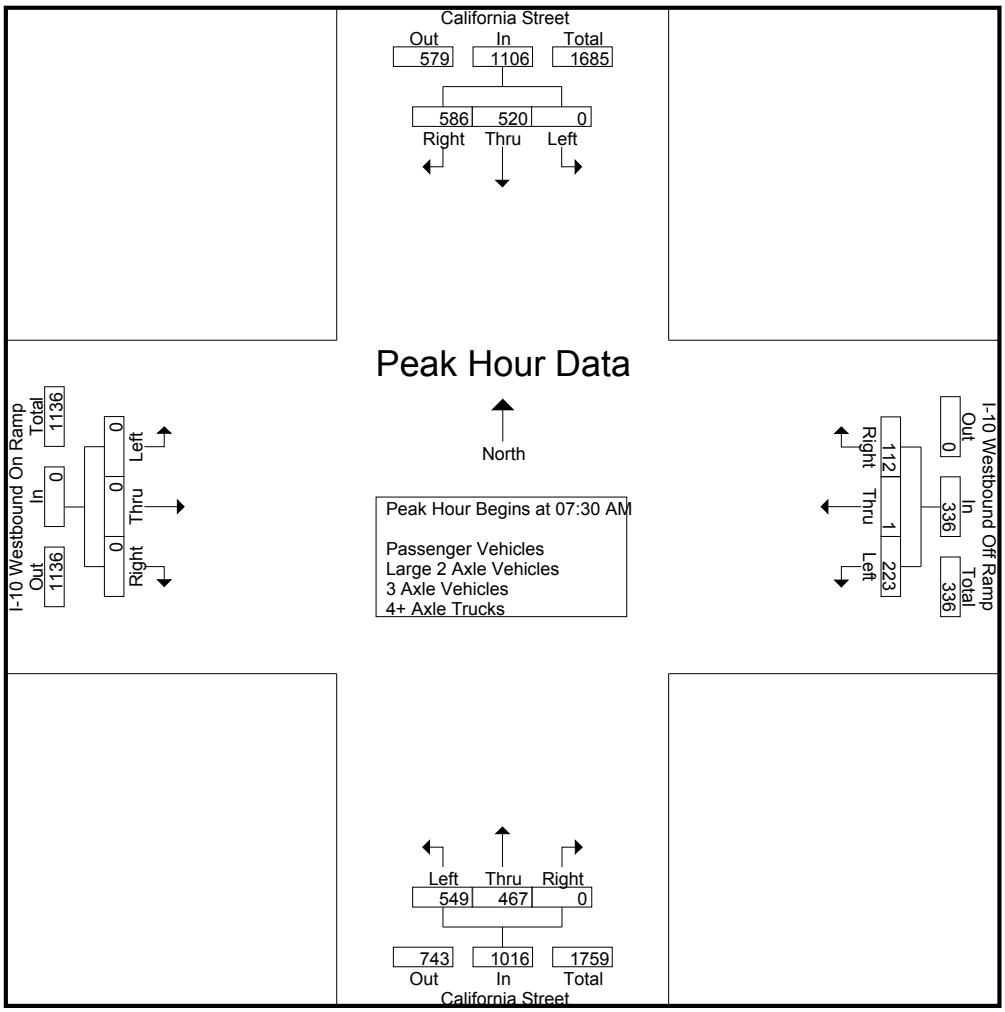

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	117	130	247	**63**	0	36	**99**	**140**	**139**	0	**279**	0	0	0	0
+15 mins.	0	123	144	267	56	0	**38**	94	131	129	0	260	0	0	0	0
+30 mins.	0	127	130	257	54	**1**	25	80	135	109	0	244	0	0	0	0
+45 mins.	0	**156**	**184**	**340**	54	0	36	90	125	129	0	254	0	0	0	0
Total Volume	0	523	588	1111	227	1	135	363	531	506	0	1037	0	0	0	0
% App. Total	0	47.1	52.9		62.5	0.3	37.2		51.2	48.8	0		0	0	0	
PHF	.000	.838	.799	.817	.901	.250	.888	.917	.948	.910	.000	.929	.000	.000	.000	.000

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City of Redlands
N/S: California Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_RED_Cali_10W AM
Site Code : 06718128
Start Date : 2/21/2018
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Groups Printed- Passenger Vehicles

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	119	125	244	62	0	35	97	131	123	0	254	0	0	0	0	595
07:15 AM	0	112	118	230	56	0	32	88	125	120	0	245	0	0	0	0	563
07:30 AM	0	121	136	257	54	0	19	73	124	94	0	218	0	0	0	0	548
07:45 AM	0	127	111	238	53	0	31	84	121	120	0	241	0	0	0	0	563
Total	0	479	490	969	225	0	117	342	501	457	0	958	0	0	0	0	2269
08:00 AM	0	154	167	321	54	0	21	75	130	97	0	227	0	0	0	0	623
08:15 AM	0	108	117	225	61	0	25	86	151	113	0	264	0	0	0	0	575
08:30 AM	0	113	112	225	53	0	25	78	109	98	0	207	0	0	0	0	510
08:45 AM	0	87	70	157	77	2	26	105	112	67	0	179	0	0	0	0	441
Total	0	462	466	928	245	2	97	344	502	375	0	877	0	0	0	0	2149
Grand Total	0	941	956	1897	470	2	214	686	1003	832	0	1835	0	0	0	0	4418
Apprch %	0	49.6	50.4		68.5	0.3	31.2		54.7	45.3	0		0	0	0		
Total %	0	21.3	21.6	42.9	10.6	0	4.8	15.5	22.7	18.8	0	41.5	0	0	0	0	

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	121	136	257	54	0	19	73	124	94	0	218	0	0	0	0	548
07:45 AM	0	127	111	238	53	0	**31**	84	121	**120**	0	241	0	0	0	0	563
08:00 AM	0	**154**	**167**	**321**	54	0	21	75	130	97	0	227	0	0	0	0	**623**
08:15 AM	0	108	117	225	**61**	0	25	**86**	**151**	113	0	**264**	0	0	0	0	575
Total Volume	0	510	531	1041	222	0	96	318	526	424	0	950	0	0	0	0	2309
% App. Total	0	49	51		69.8	0	30.2		55.4	44.6	0		0	0	0		
PHF	.000	.828	.795	.811	.910	.000	.774	.924	.871	.883	.000	.900	.000	.000	.000	.000	.927

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City of Redlands
N/S: California Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_RED_Cali_10W AM
Site Code : 06718128
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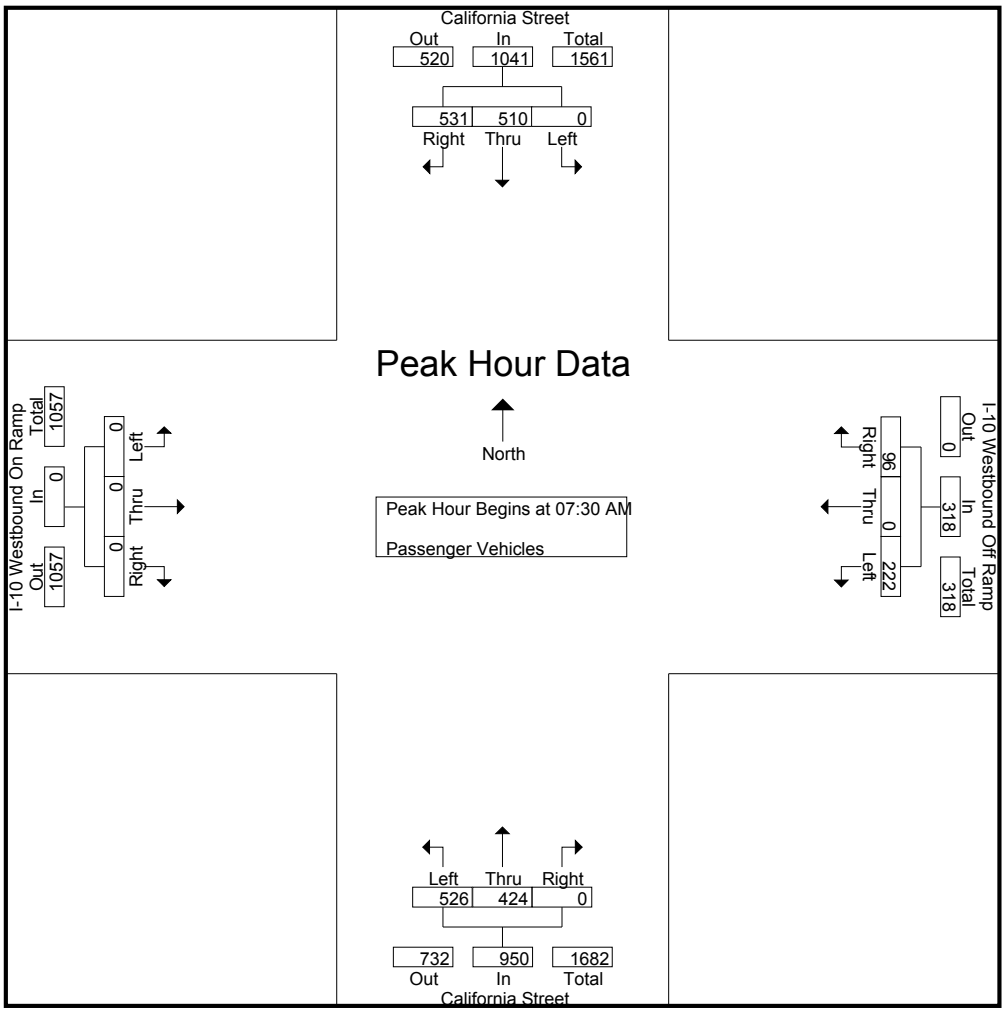

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	121	136	257	54	0	19	73	124	94	0	218	0	0	0	0
+15 mins.	0	127	111	238	53	0	**31**	84	121	**120**	0	241	0	0	0	0
+30 mins.	0	**154**	**167**	**321**	54	0	21	75	130	97	0	227	0	0	0	0
+45 mins.	0	108	117	225	**61**	0	25	**86**	**151**	113	0	**264**	0	0	0	0
Total Volume	0	510	531	1041	222	0	96	318	526	424	0	950	0	0	0	0
% App. Total	0	49	51		69.8	0	30.2		55.4	44.6	0		0	0	0	
PHF	.000	.828	.795	.811	.910	.000	.774	.924	.871	.883	.000	.900	.000	.000	.000	.000

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City of Redlands
N/S: California Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_RED_Cali_10W AM
Site Code : 06718128
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Groups Printed- Large 2 Axle Vehicles

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	1	0	0	1	0	1	0	1	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	3	3	5	2	0	7	0	0	0	0	10
07:30 AM	0	0	0	0	0	1	5	6	7	2	0	9	0	0	0	0	15
07:45 AM	0	0	3	3	1	0	4	5	2	1	0	3	0	0	0	0	11
Total	0	0	4	4	2	1	12	15	14	6	0	20	0	0	0	0	39
08:00 AM	0	0	5	5	0	0	1	1	2	2	0	4	0	0	0	0	10
08:15 AM	0	1	1	2	0	0	1	1	1	0	0	1	0	0	0	0	4
08:30 AM	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	5
08:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	2	10	12	0	0	3	3	3	2	0	5	0	0	0	0	20
Grand Total	0	2	14	16	2	1	15	18	17	8	0	25	0	0	0	0	59
Apprch %	0	12.5	87.5		11.1	5.6	83.3		68	32	0		0	0	0		
Total %	0	3.4	23.7	27.1	3.4	1.7	25.4	30.5	28.8	13.6	0	42.4	0	0	0	0	

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	**1**	**5**	**6**	**7**	**2**	0	**9**	0	0	0	0	**15**
07:45 AM	0	0	3	3	**1**	0	4	5	2	1	0	3	0	0	0	0	11
08:00 AM	0	0	**5**	**5**	0	0	1	1	2	2	0	4	0	0	0	0	10
08:15 AM	0	**1**	1	2	0	0	1	1	1	0	0	1	0	0	0	0	4
Total Volume	0	1	9	10	1	1	11	13	12	5	0	17	0	0	0	0	40
% App. Total	0	10	90		7.7	7.7	84.6		70.6	29.4	0		0	0	0		
PHF	.000	.250	.450	.500	.250	.250	.550	.542	.429	.625	.000	.472	.000	.000	.000	.000	.667

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City of Redlands
N/S: California Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_RED_Cali_10W AM
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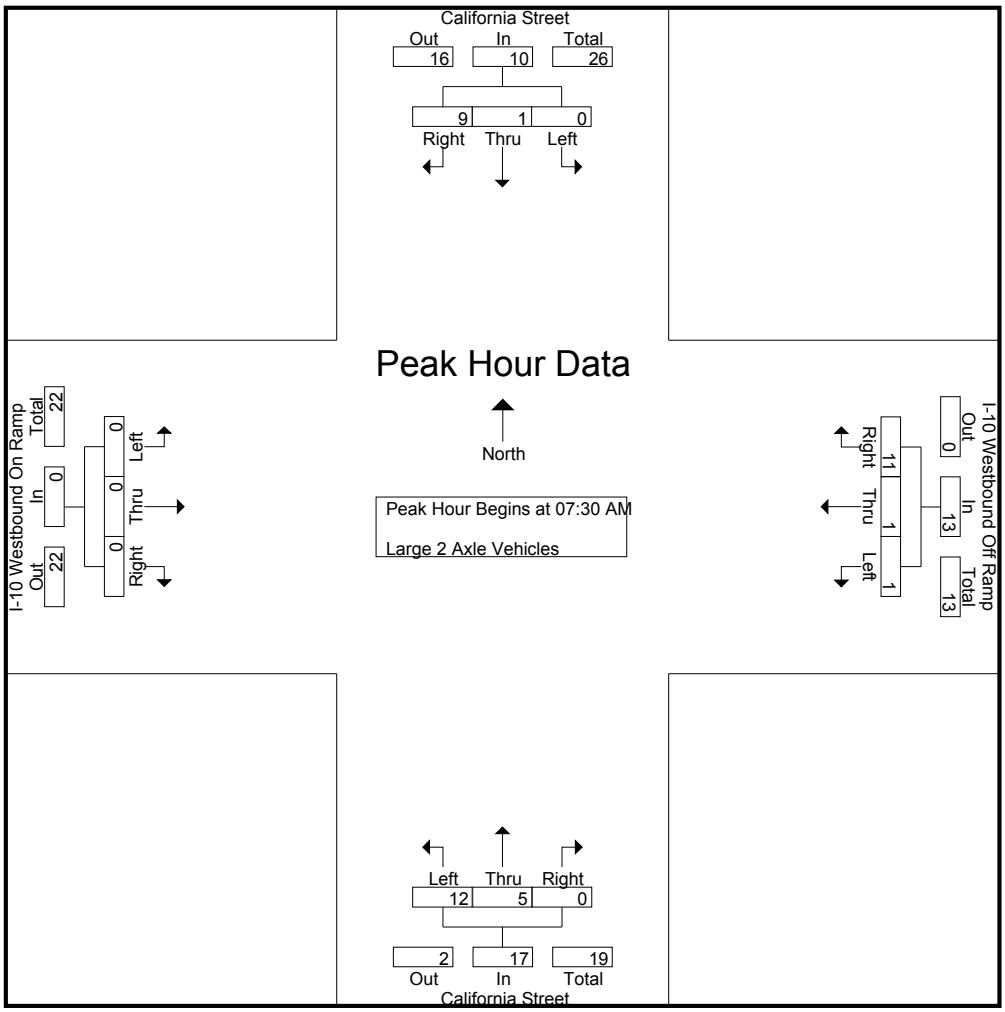

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	**1**	**5**	**6**	**7**	**2**	0	**9**	0	0	0	0
+15 mins.	0	0	3	3	**1**	0	4	5	2	1	0	3	0	0	0	0
+30 mins.	0	0	**5**	**5**	0	0	1	1	2	2	0	4	0	0	0	0
+45 mins.	0	**1**	1	2	0	0	1	1	1	0	0	1	0	0	0	0
Total Volume	0	1	9	10	1	1	11	13	12	5	0	17	0	0	0	0
% App. Total	0	10	90		7.7	7.7	84.6		70.6	29.4	0		0	0	0	
PHF	.000	.250	.450	.500	.250	.250	.550	.542	.429	.625	.000	.472	.000	.000	.000	.000

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City of Redlands
N/S: California Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_RED_Cali_10W AM
Site Code : 06718128
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Groups Printed- 3 Axle Vehicles

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	3	4	0	0	0	0	0	5	0	5	0	0	0	0	9
07:15 AM	0	1	1	2	0	0	0	0	1	0	0	1	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	1	3	0	4	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total	0	2	4	6	0	0	0	0	2	11	0	13	0	0	0	0	19
08:00 AM	0	1	1	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:15 AM	0	2	1	3	0	0	1	1	0	1	0	1	0	0	0	0	5
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	0	1	1	0	0	1	1	0	3	0	3	0	0	0	0	5
Total	0	3	3	6	0	0	2	2	0	7	0	7	0	0	0	0	15
Grand Total	0	5	7	12	0	0	2	2	2	18	0	20	0	0	0	0	34
Apprch %	0	41.7	58.3		0	0	100		10	90	0		0	0	0		
Total %	0	14.7	20.6	35.3	0	0	5.9	5.9	5.9	52.9	0	58.8	0	0	0	0	

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	**1**	**3**	0	**4**	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
08:00 AM	0	1	**1**	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:15 AM	0	**2**	1	**3**	0	0	**1**	**1**	0	1	0	1	0	0	0	0	**5**
Total Volume	0	3	2	5	0	0	1	1	1	9	0	10	0	0	0	0	16
% App. Total	0	60	40		0	0	100		10	90	0		0	0	0		
PHF	.000	.375	.500	.417	.000	.000	.250	.250	.250	.750	.000	.625	.000	.000	.000	.000	.800

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City of Redlands
N/S: California Street
E/W: I-10 Westbound Ramps
Weather: Clear

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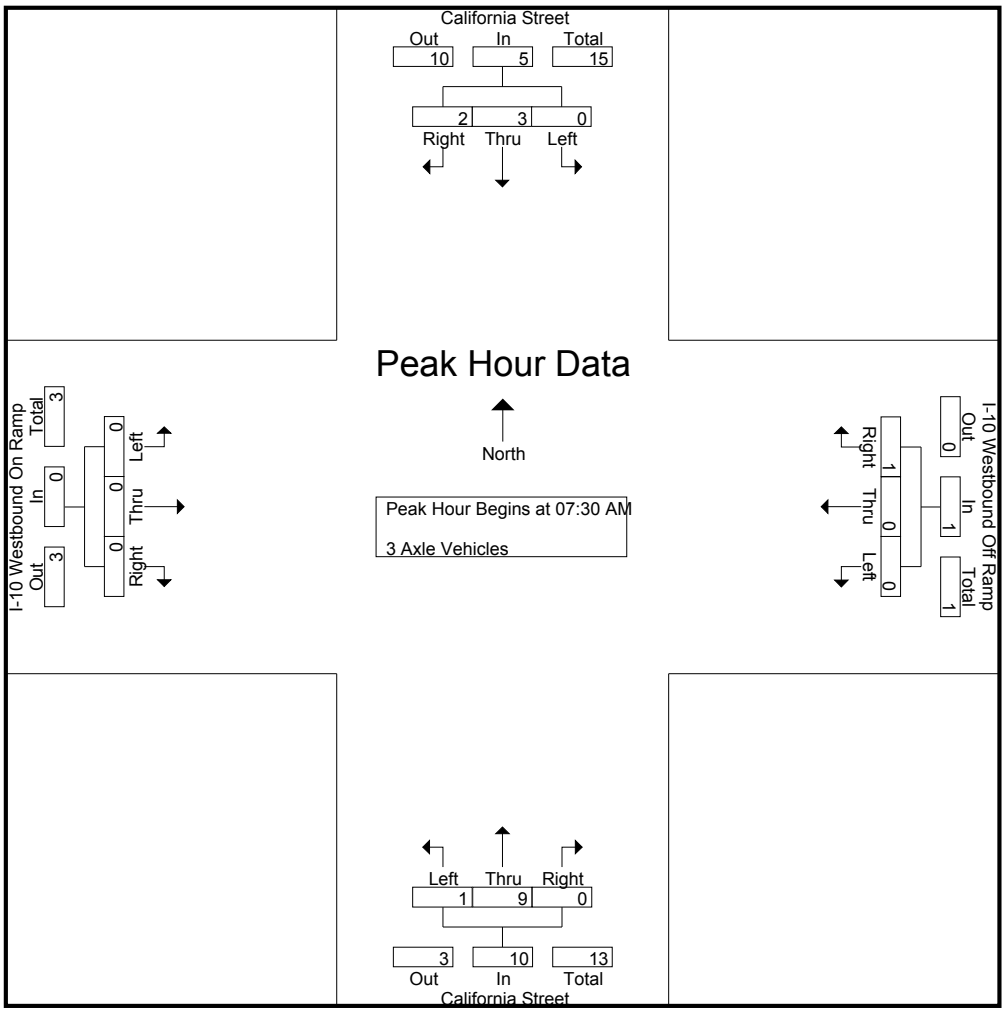

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	**1**	**3**	0	**4**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0
+30 mins.	0	1	**1**	2	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	**2**	1	**3**	0	0	**1**	**1**	0	1	0	1	0	0	0	0
Total Volume	0	3	2	5	0	0	1	1	1	9	0	10	0	0	0	0
% App. Total	0	60	40		0	0	100		10	90	0		0	0	0	
PHF	.000	.375	.500	.417	.000	.000	.250	.250	.250	.750	.000	.625	.000	.000	.000	.000

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City of Redlands
N/S: California Street
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Weather: Clear

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Groups Printed- 4+ Axle Trucks

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	12	14	0	0	1	1	9	10	0	19	0	0	0	0	34
07:15 AM	0	4	11	15	0	0	3	3	0	7	0	7	0	0	0	0	25
07:30 AM	0	2	8	10	0	0	1	1	3	10	0	13	0	0	0	0	24
07:45 AM	0	0	16	16	0	0	1	1	2	5	0	7	0	0	0	0	24
Total	0	8	47	55	0	0	6	6	14	32	0	46	0	0	0	0	107
08:00 AM	0	1	11	12	0	0	1	1	3	11	0	14	0	0	0	0	27
08:15 AM	0	3	9	12	0	0	1	1	2	3	0	5	0	0	0	0	18
08:30 AM	0	1	8	9	0	0	1	1	2	5	0	7	0	0	0	0	17
08:45 AM	0	2	1	3	0	0	0	0	0	9	0	9	0	0	0	0	12
Total	0	7	29	36	0	0	3	3	7	28	0	35	0	0	0	0	74
Grand Total	0	15	76	91	0	0	9	9	21	60	0	81	0	0	0	0	181
Apprch %	0	16.5	83.5		0	0	100		25.9	74.1	0		0	0	0		
Total %	0	8.3	42	50.3	0	0	5	5	11.6	33.1	0	44.8	0	0	0	0	

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	2	8	10	0	0	**1**	**1**	**3**	10	0	13	0	0	0	0	24
07:45 AM	0	0	**16**	**16**	0	0	1	1	2	5	0	7	0	0	0	0	24
08:00 AM	0	1	11	12	0	0	1	1	3	**11**	0	**14**	0	0	0	0	**27**
08:15 AM	0	**3**	9	12	0	0	1	1	2	3	0	5	0	0	0	0	18
Total Volume	0	6	44	50	0	0	4	4	10	29	0	39	0	0	0	0	93
% App. Total	0	12	88		0	0	100		25.6	74.4	0		0	0	0		
PHF	.000	.500	.688	.781	.000	.000	1.00	1.00	.833	.659	.000	.696	.000	.000	.000	.000	.861

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City of Redlands
N/S: California Street
E/W: I-10 Westbound Ramps
Weather: Clear

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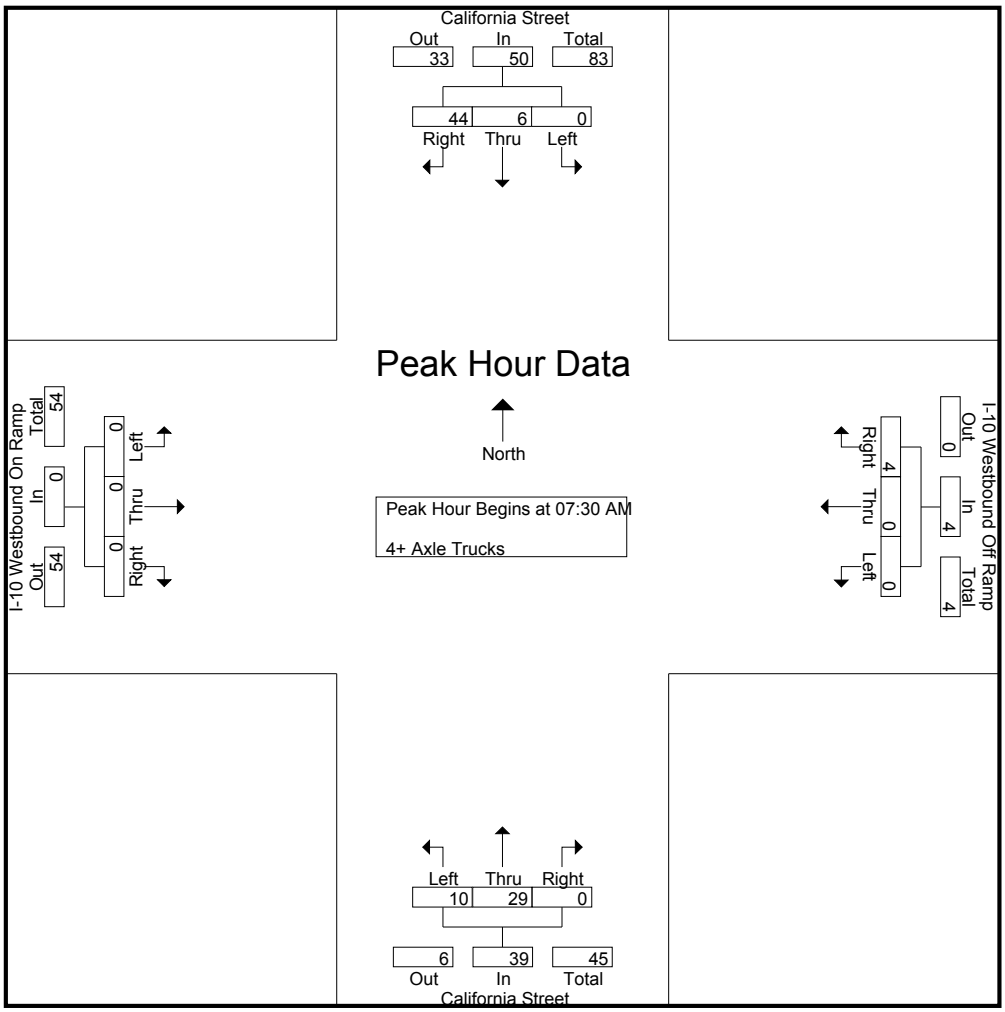

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	2	8	10	0	0	**1**	**1**	**3**	10	0	13	0	0	0	0
+15 mins.	0	0	**16**	**16**	0	0	1	1	2	5	0	7	0	0	0	0
+30 mins.	0	1	11	12	0	0	1	1	3	**11**	0	**14**	0	0	0	0
+45 mins.	0	**3**	9	12	0	0	1	1	2	3	0	5	0	0	0	0
Total Volume	0	6	44	50	0	0	4	4	10	29	0	39	0	0	0	0
% App. Total	0	12	88		0	0	100		25.6	74.4	0		0	0	0	
PHF	.000	.500	.688	.781	.000	.000	1.000	1.000	.833	.659	.000	.696	.000	.000	.000	.000

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City of Redlands
N/S: California Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_RED_Cali_10W PM
Site Code : 06718128
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	47	43	90	90	0	50	140	89	139	0	228	0	0	0	0	458
04:15 PM	0	39	57	96	97	5	84	186	71	125	0	196	0	0	0	0	478
04:30 PM	0	39	53	92	91	7	68	166	94	133	0	227	0	0	0	0	485
04:45 PM	0	33	62	95	100	4	99	203	101	154	0	255	0	0	0	0	553
Total	0	158	215	373	378	16	301	695	355	551	0	906	0	0	0	0	1974
05:00 PM	0	50	61	111	87	2	92	181	111	127	0	238	0	0	0	0	530
05:15 PM	0	32	50	82	82	2	88	172	89	147	0	236	0	0	0	0	490
05:30 PM	0	45	70	115	66	0	85	151	102	118	0	220	0	0	0	0	486
05:45 PM	0	56	51	107	68	1	68	137	100	145	0	245	0	0	0	0	489
Total	0	183	232	415	303	5	333	641	402	537	0	939	0	0	0	0	1995
Grand Total	0	341	447	788	681	21	634	1336	757	1088	0	1845	0	0	0	0	3969
Apprch %	0	43.3	56.7		51	1.6	47.5		41	59	0		0	0	0		
Total %	0	8.6	11.3	19.9	17.2	0.5	16	33.7	19.1	27.4	0	46.5	0	0	0	0	
Passenger Vehicles	0	315	326	641	669	19	615	1303	692	921	0	1613	0	0	0	0	3557
% Passenger Vehicles	0	92.4	72.9	81.3	98.2	90.5	97	97.5	91.4	84.7	0	87.4	0	0	0	0	89.6
Large 2 Axle Vehicles	0	9	17	26	7	2	9	18	25	29	0	54	0	0	0	0	98
% Large 2 Axle Vehicles	0	2.6	3.8	3.3	1	9.5	1.4	1.3	3.3	2.7	0	2.9	0	0	0	0	2.5
3 Axle Vehicles	0	5	12	17	0	0	1	1	7	12	0	19	0	0	0	0	37
% 3 Axle Vehicles	0	1.5	2.7	2.2	0	0	0.2	0.1	0.9	1.1	0	1	0	0	0	0	0.9
4+ Axle Trucks	0	12	92	104	5	0	9	14	33	126	0	159	0	0	0	0	277
% 4+ Axle Trucks	0	3.5	20.6	13.2	0.7	0	1.4	1	4.4	11.6	0	8.6	0	0	0	0	7

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	33	62	95	**100**	**4**	**99**	**203**	101	**154**	0	**255**	0	0	0	0	**553**
05:00 PM	0	**50**	61	111	87	2	92	181	**111**	127	0	238	0	0	0	0	530
05:15 PM	0	32	50	82	82	2	88	172	89	147	0	236	0	0	0	0	490
05:30 PM	0	45	**70**	**115**	66	0	85	151	102	118	0	220	0	0	0	0	486
Total Volume	0	160	243	403	335	8	364	707	403	546	0	949	0	0	0	0	2059
% App. Total	0	39.7	60.3		47.4	1.1	51.5		42.5	57.5	0		0	0	0		
PHF	.000	.800	.868	.876	.838	.500	.919	.871	.908	.886	.000	.930	.000	.000	.000	.000	.931

Counts Unlimited
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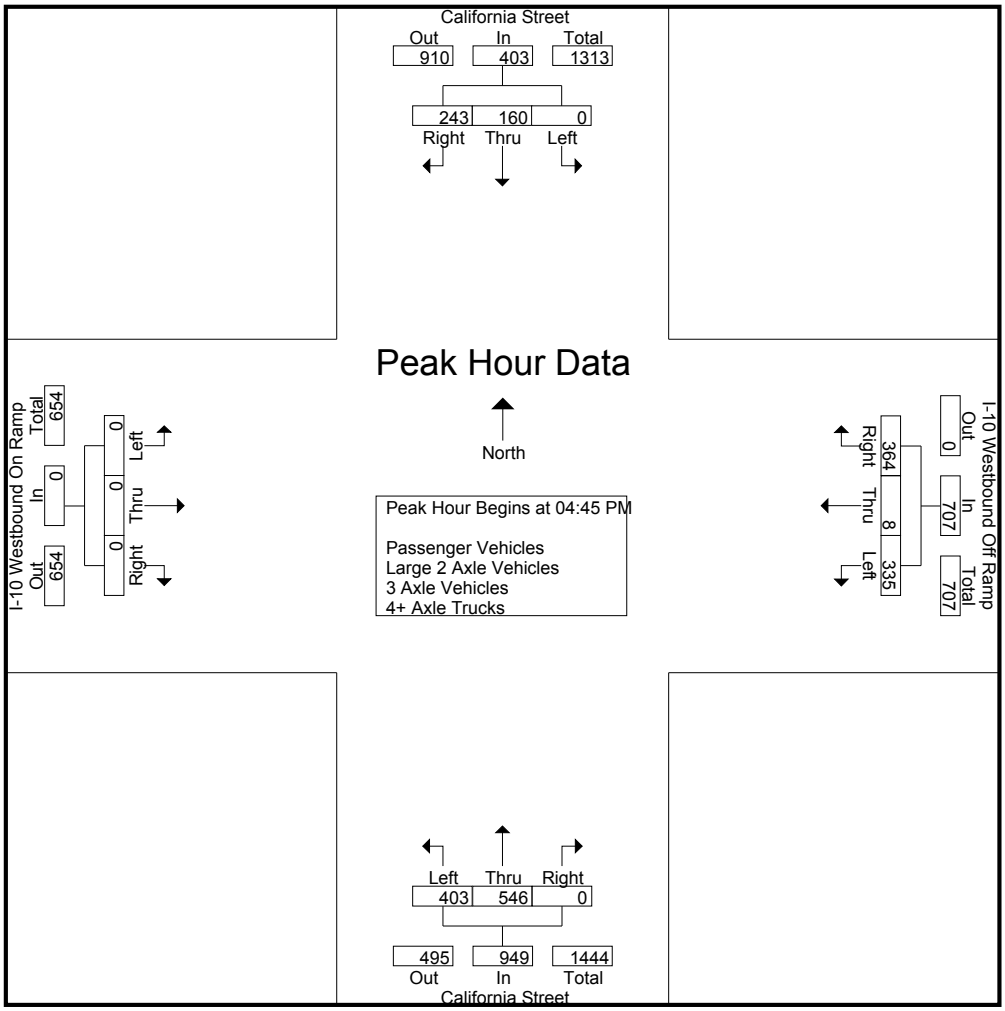
City of Redlands
N/S: California Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_RED_Cali_10W PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:30 PM				04:00 PM			
+0 mins.	0	50	61	111	97	5	84	186	94	133	0	227	0	0	0	0
+15 mins.	0	32	50	82	91	**7**	68	166	101	**154**	0	**255**	0	0	0	0
+30 mins.	0	45	**70**	**115**	**100**	4	**99**	**203**	**111**	127	0	238	0	0	0	0
+45 mins.	0	**56**	51	107	87	2	92	181	89	147	0	236	0	0	0	0
Total Volume	0	183	232	415	375	18	343	736	395	561	0	956	0	0	0	0
% App. Total	0	44.1	55.9		51	2.4	46.6		41.3	58.7	0		0	0	0	
PHF	.000	.817	.829	.902	.938	.643	.866	.906	.890	.911	.000	.937	.000	.000	.000	.000

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City of Redlands
N/S: California Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_RED_Cali_10W PM
Site Code : 06718128
Start Date : 2/21/2018
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Groups Printed- Passenger Vehicles

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	43	32	75	88	0	47	135	85	112	0	197	0	0	0	0	407
04:15 PM	0	37	42	79	95	5	82	182	66	107	0	173	0	0	0	0	434
04:30 PM	0	34	39	73	91	7	66	164	88	117	0	205	0	0	0	0	442
04:45 PM	0	30	43	73	100	4	99	203	95	137	0	232	0	0	0	0	508
Total	0	144	156	300	374	16	294	684	334	473	0	807	0	0	0	0	1791
05:00 PM	0	46	44	90	82	2	86	170	102	105	0	207	0	0	0	0	467
05:15 PM	0	29	38	67	82	1	86	169	80	121	0	201	0	0	0	0	437
05:30 PM	0	42	50	92	65	0	84	149	88	99	0	187	0	0	0	0	428
05:45 PM	0	54	38	92	66	0	65	131	88	123	0	211	0	0	0	0	434
Total	0	171	170	341	295	3	321	619	358	448	0	806	0	0	0	0	1766
Grand Total	0	315	326	641	669	19	615	1303	692	921	0	1613	0	0	0	0	3557
Apprch %	0	49.1	50.9		51.3	1.5	47.2		42.9	57.1	0		0	0	0		
Total %	0	8.9	9.2	18	18.8	0.5	17.3	36.6	19.5	25.9	0	45.3	0	0	0	0	

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	30	43	73	**100**	**4**	**99**	**203**	95	**137**	0	**232**	0	0	0	0	**508**
05:00 PM	0	**46**	44	90	82	2	86	170	**102**	105	0	207	0	0	0	0	467
05:15 PM	0	29	38	67	82	1	86	169	80	121	0	201	0	0	0	0	437
05:30 PM	0	42	**50**	**92**	65	0	84	149	88	99	0	187	0	0	0	0	428
Total Volume	0	147	175	322	329	7	355	691	365	462	0	827	0	0	0	0	1840
% App. Total	0	45.7	54.3		47.6	1	51.4		44.1	55.9	0		0	0	0		
PHF	.000	.799	.875	.875	.823	.438	.896	.851	.895	.843	.000	.891	.000	.000	.000	.000	.906

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City of Redlands
N/S: California Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_RED_Cali_10W PM
Site Code : 06718128
Start Date : 2/21/2018
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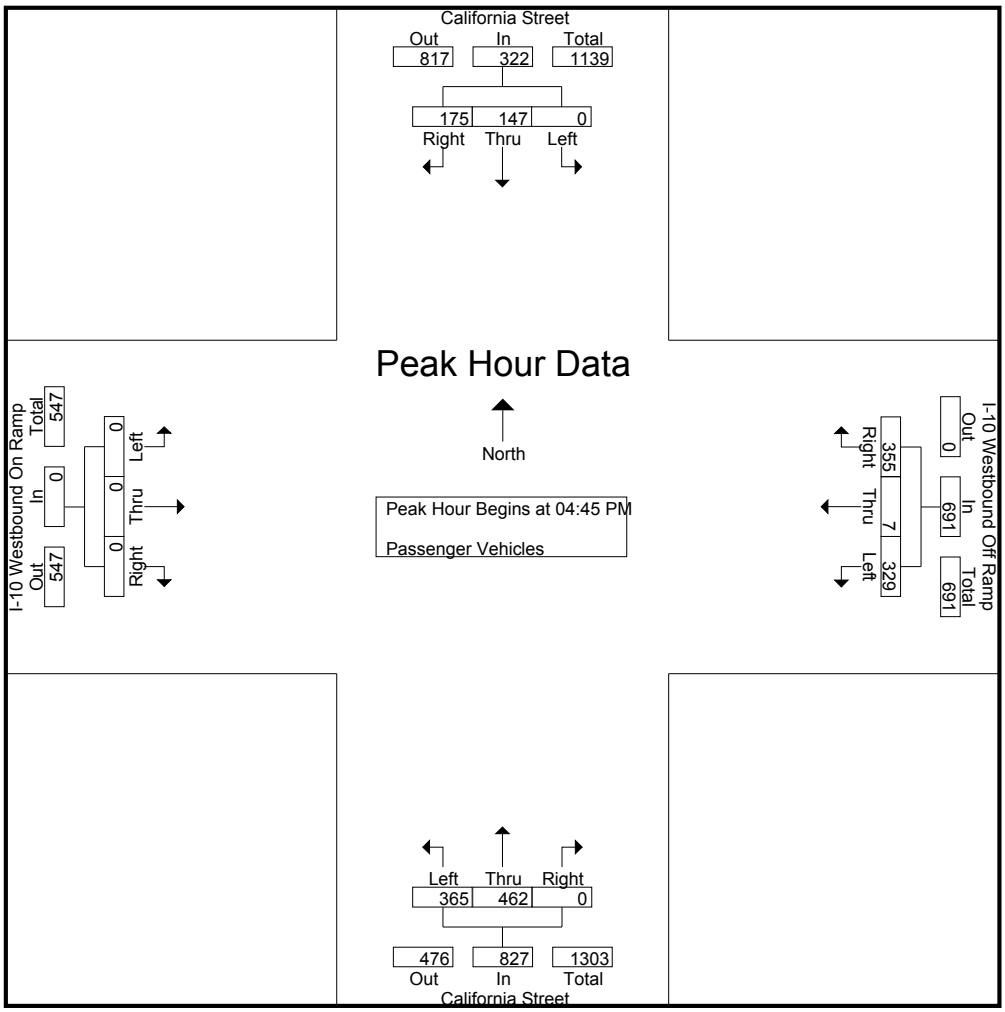

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	30	43	73	**100**	**4**	**99**	**203**	95	**137**	0	**232**	0	0	0	0
+15 mins.	0	**46**	44	90	82	2	86	170	**102**	105	0	207	0	0	0	0
+30 mins.	0	29	38	67	82	1	86	169	80	121	0	201	0	0	0	0
+45 mins.	0	42	**50**	**92**	65	0	84	149	88	99	0	187	0	0	0	0
Total Volume	0	147	175	322	329	7	355	691	365	462	0	827	0	0	0	0
% App. Total	0	45.7	54.3		47.6	1	51.4		44.1	55.9	0		0	0	0	
PHF	.000	.799	.875	.875	.823	.438	.896	.851	.895	.843	.000	.891	.000	.000	.000	.000

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City of Redlands
N/S: California Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_RED_Cali_10W PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	0	3	2	0	0	2	3	6	0	9	0	0	0	0	14
04:15 PM	0	1	1	2	1	0	0	1	1	3	0	4	0	0	0	0	7
04:30 PM	0	2	2	4	0	0	2	2	3	3	0	6	0	0	0	0	12
04:45 PM	0	1	3	4	0	0	0	0	3	2	0	5	0	0	0	0	9
Total	0	7	6	13	3	0	2	5	10	14	0	24	0	0	0	0	42
05:00 PM	0	1	3	4	2	0	2	4	5	3	0	8	0	0	0	0	16
05:15 PM	0	0	2	2	0	1	2	3	2	5	0	7	0	0	0	0	12
05:30 PM	0	0	5	5	1	0	1	2	2	3	0	5	0	0	0	0	12
05:45 PM	0	1	1	2	1	1	2	4	6	4	0	10	0	0	0	0	16
Total	0	2	11	13	4	2	7	13	15	15	0	30	0	0	0	0	56
Grand Total	0	9	17	26	7	2	9	18	25	29	0	54	0	0	0	0	98
Apprch %	0	34.6	65.4		38.9	11.1	50		46.3	53.7	0		0	0	0		
Total %	0	9.2	17.3	26.5	7.1	2	9.2	18.4	25.5	29.6	0	55.1	0	0	0	0	

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**1**	3	4	0	0	0	0	3	2	0	5	0	0	0	0	9
05:00 PM	0	1	3	4	**2**	0	**2**	**4**	**5**	3	0	**8**	0	0	0	0	**16**
05:15 PM	0	0	2	2	0	**1**	2	3	2	**5**	0	7	0	0	0	0	12
05:30 PM	0	0	**5**	**5**	1	0	1	2	2	3	0	5	0	0	0	0	12
Total Volume	0	2	13	15	3	1	5	9	12	13	0	25	0	0	0	0	49
% App. Total	0	13.3	86.7		33.3	11.1	55.6		48	52	0		0	0	0		
PHF	.000	.500	.650	.750	.375	.250	.625	.563	.600	.650	.000	.781	.000	.000	.000	.000	.766

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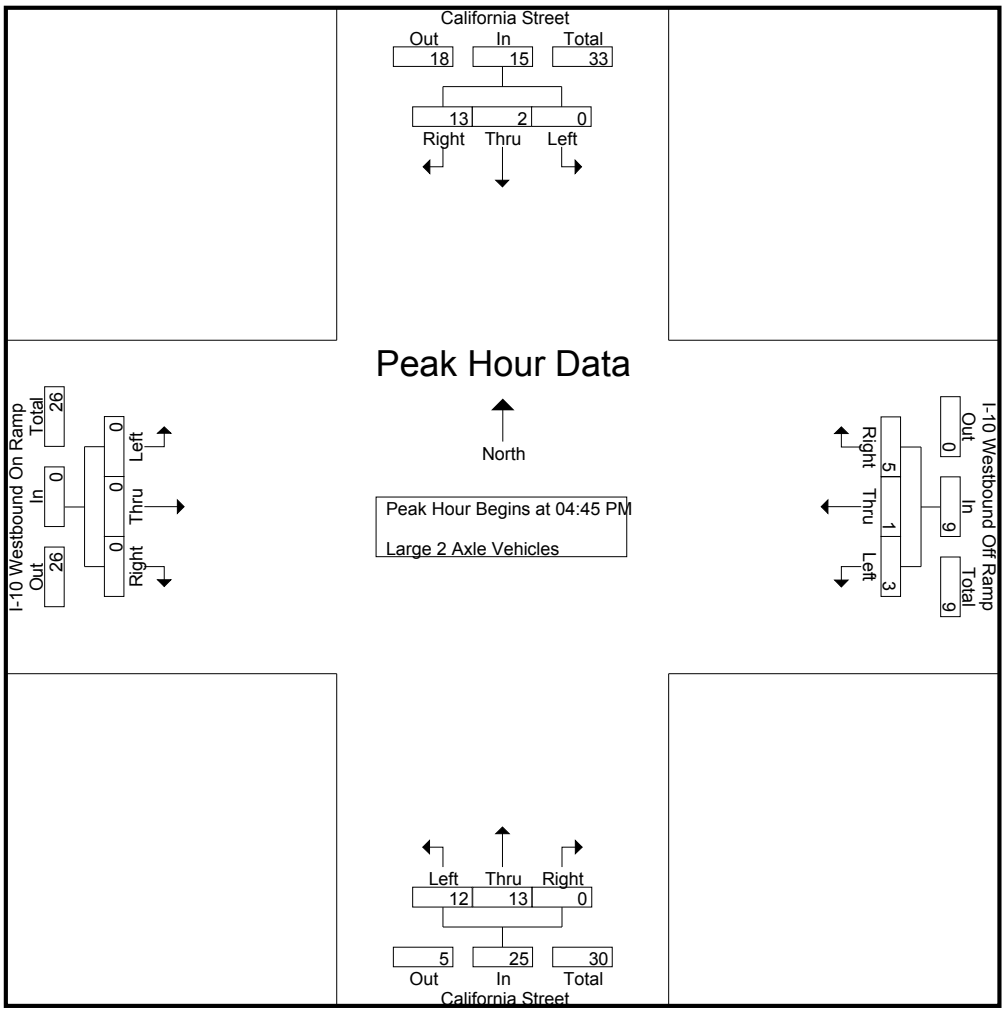
City of Redlands
N/S: California Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_RED_Cali_10W PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	**1**	3	4	0	0	0	0	3	2	0	5	0	0	0	0
+15 mins.	0	1	3	4	**2**	0	**2**	**4**	**5**	3	0	**8**	0	0	0	0
+30 mins.	0	0	2	2	0	**1**	2	3	2	**5**	0	7	0	0	0	0
+45 mins.	0	0	**5**	**5**	1	0	1	2	2	3	0	5	0	0	0	0
Total Volume	0	2	13	15	3	1	5	9	12	13	0	25	0	0	0	0
% App. Total	0	13.3	86.7		33.3	11.1	55.6		48	52	0		0	0	0	
PHF	.000	.500	.650	.750	.375	.250	.625	.563	.600	.650	.000	.781	.000	.000	.000	.000

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City of Redlands
N/S: California Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_RED_Cali_10W PM
Site Code : 06718128
Start Date : 2/21/2018
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Groups Printed- 3 Axle Vehicles

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:15 PM	0	0	1	1	0	0	1	1	0	1	0	1	0	0	0	0	3
04:30 PM	0	0	2	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:45 PM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0	3
Total	0	1	3	4	0	0	1	1	1	5	0	6	0	0	0	0	11
05:00 PM	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	5
05:15 PM	0	1	1	2	0	0	0	0	2	3	0	5	0	0	0	0	7
05:30 PM	0	1	2	3	0	0	0	0	4	2	0	6	0	0	0	0	9
05:45 PM	0	1	2	3	0	0	0	0	0	2	0	2	0	0	0	0	5
Total	0	4	9	13	0	0	0	0	6	7	0	13	0	0	0	0	26
Grand Total	0	5	12	17	0	0	1	1	7	12	0	19	0	0	0	0	37
Apprch %	0	29.4	70.6		0	0	100		36.8	63.2	0		0	0	0		
Total %	0	13.5	32.4	45.9	0	0	2.7	2.7	18.9	32.4	0	51.4	0	0	0	0	

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**1**	0	1	0	0	0	0	1	1	0	2	0	0	0	0	3
05:00 PM	0	1	**4**	**5**	0	0	0	0	0	0	0	0	0	0	0	0	5
05:15 PM	0	1	1	2	0	0	0	0	2	**3**	0	5	0	0	0	0	7
05:30 PM	0	1	2	3	0	0	0	0	**4**	2	0	**6**	0	0	0	0	**9**
Total Volume	0	4	7	11	0	0	0	0	7	6	0	13	0	0	0	0	24
% App. Total	0	36.4	63.6		0	0	0		53.8	46.2	0		0	0	0		
PHF	.000	1.00	.438	.550	.000	.000	.000	.000	.438	.500	.000	.542	.000	.000	.000	.000	.667

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City of Redlands
N/S: California Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_RED_Cali_10W PM
Site Code : 06718128
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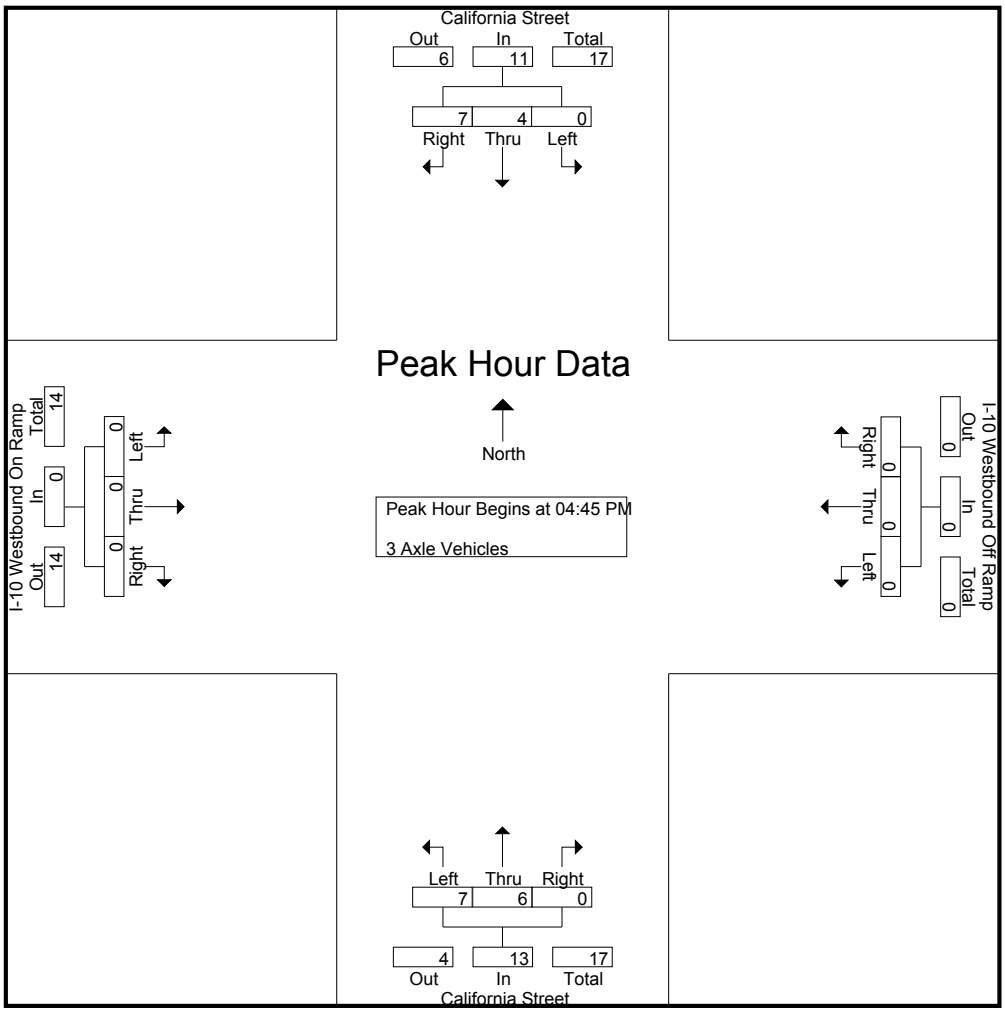

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	**1**	0	1	0	0	0	0	1	1	0	2	0	0	0	0
+15 mins.	0	1	**4**	**5**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	1	2	0	0	0	0	2	**3**	0	5	0	0	0	0
+45 mins.	0	1	2	3	0	0	0	0	**4**	2	0	**6**	0	0	0	0
Total Volume	0	4	7	11	0	0	0	0	7	6	0	13	0	0	0	0
% App. Total	0	36.4	63.6		0	0	0		53.8	46.2	0		0	0	0	
PHF	.000	1.000	.438	.550	.000	.000	.000	.000	.438	.500	.000	.542	.000	.000	.000	.000

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City of Redlands
N/S: California Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_RED_Cali_10W PM
Site Code : 06718128
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Groups Printed- 4+ Axle Trucks

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	11	12	0	0	3	3	1	19	0	20	0	0	0	0	35
04:15 PM	0	1	13	14	1	0	1	2	4	14	0	18	0	0	0	0	34
04:30 PM	0	3	10	13	0	0	0	0	3	12	0	15	0	0	0	0	28
04:45 PM	0	1	16	17	0	0	0	0	2	14	0	16	0	0	0	0	33
Total	0	6	50	56	1	0	4	5	10	59	0	69	0	0	0	0	130
05:00 PM	0	2	10	12	3	0	4	7	4	19	0	23	0	0	0	0	42
05:15 PM	0	2	9	11	0	0	0	0	5	18	0	23	0	0	0	0	34
05:30 PM	0	2	13	15	0	0	0	0	8	14	0	22	0	0	0	0	37
05:45 PM	0	0	10	10	1	0	1	2	6	16	0	22	0	0	0	0	34
Total	0	6	42	48	4	0	5	9	23	67	0	90	0	0	0	0	147
Grand Total	0	12	92	104	5	0	9	14	33	126	0	159	0	0	0	0	277
Apprch %	0	11.5	88.5		35.7	0	64.3		20.8	79.2	0		0	0	0		
Total %	0	4.3	33.2	37.5	1.8	0	3.2	5.1	11.9	45.5	0	57.4	0	0	0	0	

	California Street Southbound				I-10 Westbound Off Ramp Westbound				California Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	1	**16**	**17**	0	0	0	0	2	14	0	16	0	0	0	0	33
05:00 PM	0	**2**	10	12	**3**	0	**4**	**7**	4	**19**	0	**23**	0	0	0	0	**42**
05:15 PM	0	2	9	11	0	0	0	0	5	18	0	23	0	0	0	0	34
05:30 PM	0	2	13	15	0	0	0	0	**8**	14	0	22	0	0	0	0	37
Total Volume	0	7	48	55	3	0	4	7	19	65	0	84	0	0	0	0	146
% App. Total	0	12.7	87.3		42.9	0	57.1		22.6	77.4	0		0	0	0		
PHF	.000	.875	.750	.809	.250	.000	.250	.250	.594	.855	.000	.913	.000	.000	.000	.000	.869

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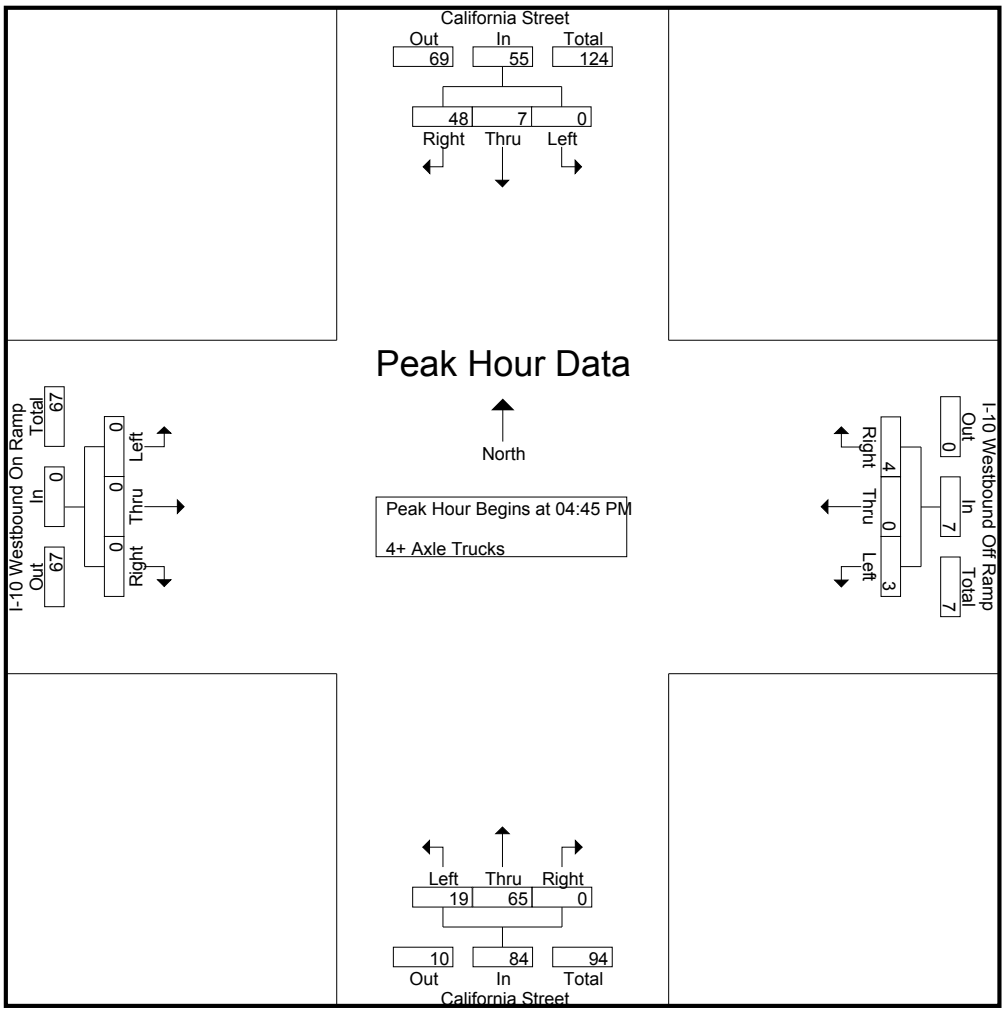
City of Redlands
N/S: California Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_RED_Cali_10W PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	1	**16**	**17**	0	0	0	0	2	14	0	16	0	0	0	0
+15 mins.	0	**2**	10	12	**3**	0	**4**	**7**	4	**19**	0	**23**	0	0	0	0
+30 mins.	0	2	9	11	0	0	0	0	5	18	0	23	0	0	0	0
+45 mins.	0	2	13	15	0	0	0	0	**8**	14	0	22	0	0	0	0
Total Volume	0	7	48	55	3	0	4	7	19	65	0	84	0	0	0	0
% App. Total	0	12.7	87.3		42.9	0	57.1		22.6	77.4	0		0	0	0	
PHF	.000	.875	.750	.809	.250	.000	.250	.250	.594	.855	.000	.913	.000	.000	.000	.000

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Weather: Clear

File Name : 02_RED_Cali_10E AM
Site Code : 06718128
Start Date : 2/21/2018
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	19	116	0	135	0	0	0	0	0	131	71	202	106	0	92	198	535
07:15 AM	20	118	0	138	0	0	0	0	0	103	51	154	96	0	96	192	484
07:30 AM	21	114	0	135	0	0	0	0	0	143	55	198	94	1	111	206	539
07:45 AM	10	130	0	140	0	0	0	0	0	167	80	247	103	0	111	214	601
Total	70	478	0	548	0	0	0	0	0	544	257	801	399	1	410	810	2159
08:00 AM	18	121	0	139	0	0	0	0	0	148	58	206	97	0	124	221	566
08:15 AM	12	105	0	117	0	0	0	0	0	148	73	221	102	2	90	194	532
08:30 AM	14	100	0	114	0	0	0	0	0	134	53	187	85	3	89	177	478
08:45 AM	29	94	0	123	0	0	0	0	0	146	51	197	102	0	113	215	535
Total	73	420	0	493	0	0	0	0	0	576	235	811	386	5	416	807	2111
Grand Total	143	898	0	1041	0	0	0	0	0	1120	492	1612	785	6	826	1617	4270
Apprch %	13.7	86.3	0		0	0	0		0	69.5	30.5		48.5	0.4	51.1		
Total %	3.3	21	0	24.4	0	0	0	0	0	26.2	11.5	37.8	18.4	0.1	19.3	37.9	
Passenger Vehicles	128	870	0	998	0	0	0	0	0	1031	457	1488	622	5	782	1409	3895
% Passenger Vehicles	89.5	96.9	0	95.9	0	0	0	0	0	92.1	92.9	92.3	79.2	83.3	94.7	87.1	91.2
Large 2 Axle Vehicles	6	15	0	21	0	0	0	0	0	44	18	62	28	1	16	45	128
% Large 2 Axle Vehicles	4.2	1.7	0	2	0	0	0	0	0	3.9	3.7	3.8	3.6	16.7	1.9	2.8	3
3 Axle Vehicles	1	4	0	5	0	0	0	0	0	8	1	9	14	0	3	17	31
% 3 Axle Vehicles	0.7	0.4	0	0.5	0	0	0	0	0	0.7	0.2	0.6	1.8	0	0.4	1.1	0.7
4+ Axle Trucks	8	9	0	17	0	0	0	0	0	37	16	53	121	0	25	146	216
% 4+ Axle Trucks	5.6	1	0	1.6	0	0	0	0	0	3.3	3.3	3.3	15.4	0	3	9	5.1

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**21**	114	0	135	0	0	0	0	0	143	55	198	94	1	111	206	539
07:45 AM	10	**130**	0	**140**	0	0	0	0	0	**167**	**80**	**247**	**103**	0	111	214	**601**
08:00 AM	18	121	0	139	0	0	0	0	0	148	58	206	97	0	**124**	**221**	566
08:15 AM	12	105	0	117	0	0	0	0	0	148	73	221	102	**2**	90	194	532
Total Volume	61	470	0	531	0	0	0	0	0	606	266	872	396	3	436	835	2238
% App. Total	11.5	88.5	0		0	0	0		0	69.5	30.5		47.4	0.4	52.2		
PHF	.726	.904	.000	.948	.000	.000	.000	.000	.000	.907	.831	.883	.961	.375	.879	.945	.931

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Weather: Clear

File Name : 02_RED_Cali_10E AM
Site Code : 06718128
Start Date : 2/21/2018
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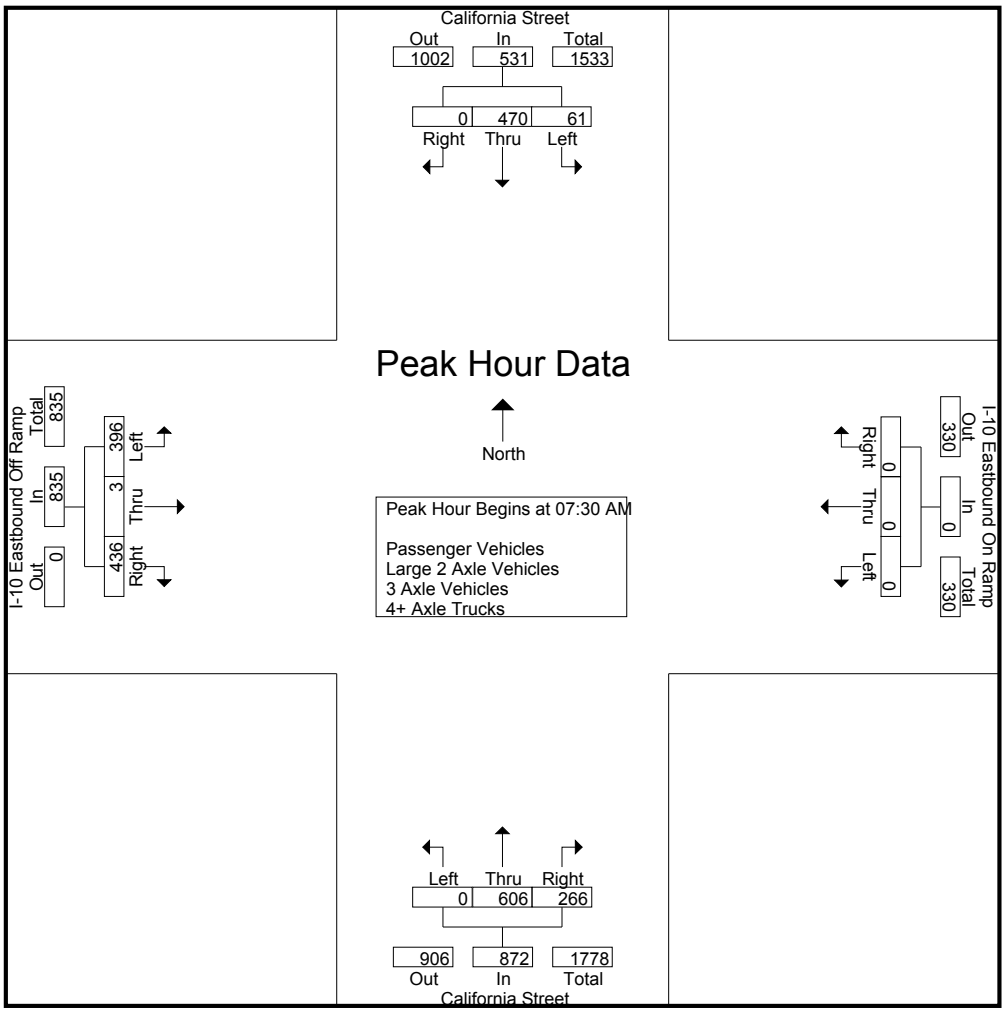

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:30 AM				07:30 AM			
+0 mins.	20	118	0	138	0	0	0	0	0	143	55	198	94	1	111	206
+15 mins.	**21**	114	0	135	0	0	0	0	0	**167**	**80**	**247**	**103**	0	111	214
+30 mins.	10	**130**	0	**140**	0	0	0	0	0	148	58	206	97	0	**124**	**221**
+45 mins.	18	121	0	139	0	0	0	0	0	148	73	221	102	**2**	90	194
Total Volume	69	483	0	552	0	0	0	0	0	606	266	872	396	3	436	835
% App. Total	12.5	87.5	0		0	0	0		0	69.5	30.5		47.4	0.4	52.2	
PHF	.821	.929	.000	.986	.000	.000	.000	.000	.000	.907	.831	.883	.961	.375	.879	.945

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Groups Printed- Passenger Vehicles

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	17	110	0	127	0	0	0	0	0	123	67	190	80	0	88	168	485
07:15 AM	19	115	0	134	0	0	0	0	0	96	47	143	79	0	92	171	448
07:30 AM	16	112	0	128	0	0	0	0	0	134	50	184	79	1	102	182	494
07:45 AM	8	130	0	138	0	0	0	0	0	158	77	235	82	0	107	189	562
Total	60	467	0	527	0	0	0	0	0	511	241	752	320	1	389	710	1989
08:00 AM	18	114	0	132	0	0	0	0	0	139	54	193	77	0	119	196	521
08:15 AM	10	102	0	112	0	0	0	0	0	135	70	205	80	2	83	165	482
08:30 AM	14	97	0	111	0	0	0	0	0	113	48	161	66	2	83	151	423
08:45 AM	26	90	0	116	0	0	0	0	0	133	44	177	79	0	108	187	480
Total	68	403	0	471	0	0	0	0	0	520	216	736	302	4	393	699	1906
Grand Total	128	870	0	998	0	0	0	0	0	1031	457	1488	622	5	782	1409	3895
Apprch %	12.8	87.2	0		0	0	0		0	69.3	30.7		44.1	0.4	55.5		
Total %	3.3	22.3	0	25.6	0	0	0	0	0	26.5	11.7	38.2	16	0.1	20.1	36.2	

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	16	112	0	128	0	0	0	0	0	134	50	184	79	1	102	182	494
07:45 AM	8	**130**	0	**138**	0	0	0	0	0	**158**	**77**	**235**	**82**	0	107	189	**562**
08:00 AM	**18**	114	0	132	0	0	0	0	0	139	54	193	77	0	**119**	**196**	521
08:15 AM	10	102	0	112	0	0	0	0	0	135	70	205	80	**2**	83	165	482
Total Volume	52	458	0	510	0	0	0	0	0	566	251	817	318	3	411	732	2059
% App. Total	10.2	89.8	0		0	0	0		0	69.3	30.7		43.4	0.4	56.1		
PHF	.722	.881	.000	.924	.000	.000	.000	.000	.000	.896	.815	.869	.970	.375	.863	.934	.916

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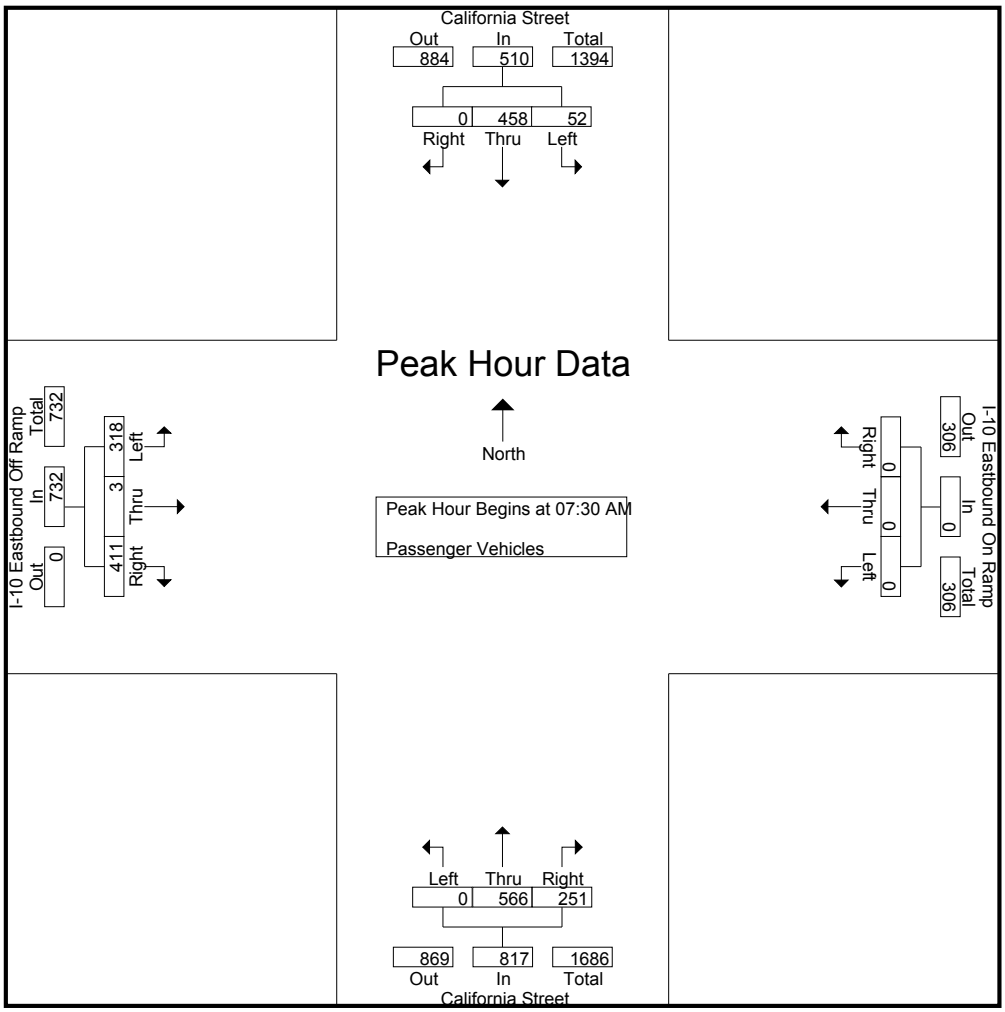

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	16	112	0	128	0	0	0	0	0	134	50	184	79	1	102	182
+15 mins.	8	**130**	0	**138**	0	0	0	0	0	**158**	**77**	**235**	**82**	0	107	189
+30 mins.	**18**	114	0	132	0	0	0	0	0	139	54	193	77	0	**119**	**196**
+45 mins.	10	102	0	112	0	0	0	0	0	135	70	205	80	**2**	83	165
Total Volume	52	458	0	510	0	0	0	0	0	566	251	817	318	3	411	732
% App. Total	10.2	89.8	0		0	0	0		0	69.3	30.7		43.4	0.4	56.1	
PHF	.722	.881	.000	.924	.000	.000	.000	.000	.000	.896	.815	.869	.970	.375	.863	.934

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Weather: Clear

File Name : 02_RED_Cali_10E AM
Site Code : 06718128
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Groups Printed- Large 2 Axle Vehicles

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	6	0	7	0	0	0	0	0	5	3	8	6	0	2	8	23
07:15 AM	0	2	0	2	0	0	0	0	0	1	3	4	3	0	3	6	12
07:30 AM	3	1	0	4	0	0	0	0	0	5	1	6	3	0	2	5	15
07:45 AM	0	0	0	0	0	0	0	0	0	5	1	6	4	0	1	5	11
Total	4	9	0	13	0	0	0	0	0	16	8	24	16	0	8	24	61
08:00 AM	0	2	0	2	0	0	0	0	0	6	3	9	3	0	2	5	16
08:15 AM	0	1	0	1	0	0	0	0	0	5	0	5	3	0	0	3	9
08:30 AM	0	1	0	1	0	0	0	0	0	9	4	13	1	1	3	5	19
08:45 AM	2	2	0	4	0	0	0	0	0	8	3	11	5	0	3	8	23
Total	2	6	0	8	0	0	0	0	0	28	10	38	12	1	8	21	67
Grand Total	6	15	0	21	0	0	0	0	0	44	18	62	28	1	16	45	128
Apprch %	28.6	71.4	0		0	0	0		0	71	29		62.2	2.2	35.6		
Total %	4.7	11.7	0	16.4	0	0	0	0	0	34.4	14.1	48.4	21.9	0.8	12.5	35.2	

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**3**	1	0	**4**	0	0	0	0	0	5	1	6	3	0	**2**	**5**	15
07:45 AM	0	0	0	0	0	0	0	0	0	5	1	6	**4**	0	1	5	11
08:00 AM	0	**2**	0	2	0	0	0	0	0	**6**	**3**	**9**	3	0	2	5	**16**
08:15 AM	0	1	0	1	0	0	0	0	0	5	0	5	3	0	0	3	9
Total Volume	3	4	0	7	0	0	0	0	0	21	5	26	13	0	5	18	51
% App. Total	42.9	57.1	0		0	0	0		0	80.8	19.2		72.2	0	27.8		
PHF	.250	.500	.000	.438	.000	.000	.000	.000	.000	.875	.417	.722	.813	.000	.625	.900	.797

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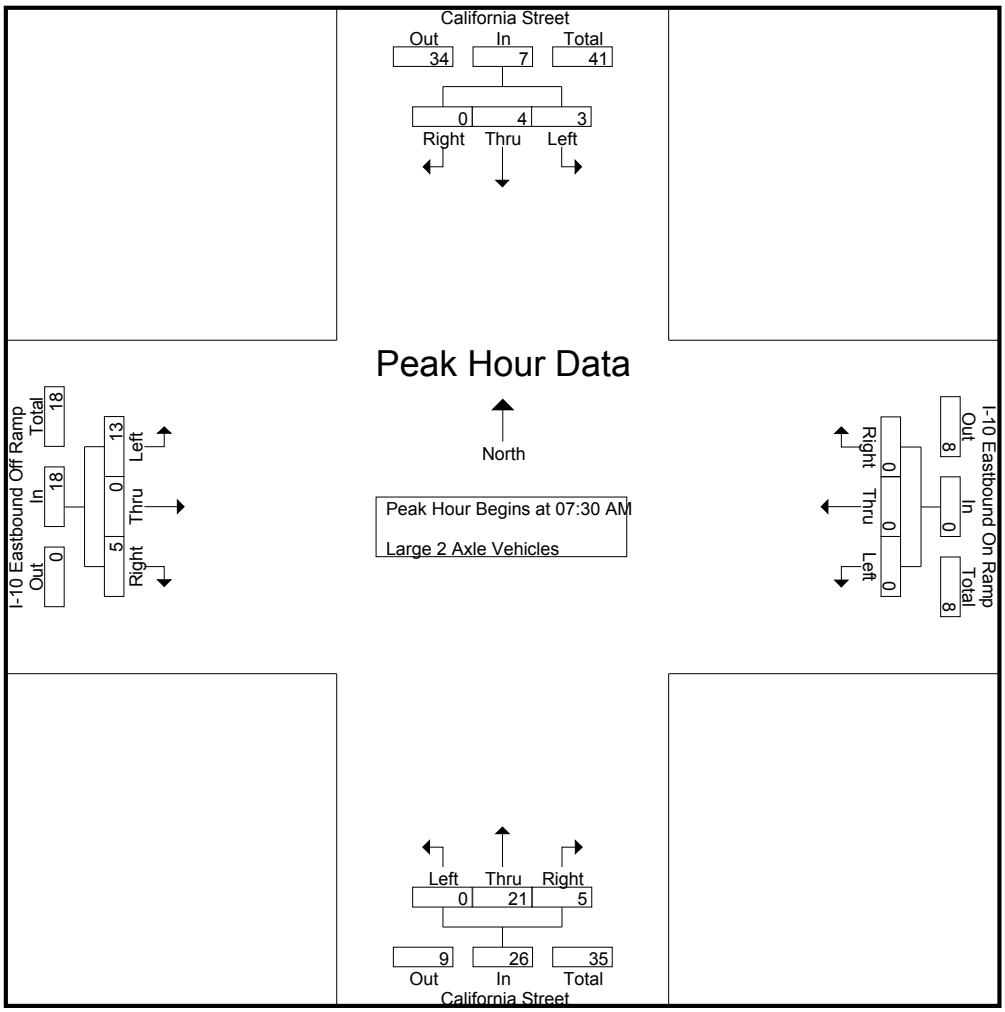

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**3**	1	0	**4**	0	0	0	0	0	5	1	6	3	0	**2**	**5**
+15 mins.	0	0	0	0	0	0	0	0	0	5	1	6	**4**	0	1	5
+30 mins.	0	**2**	0	2	0	0	0	0	0	**6**	**3**	**9**	3	0	2	5
+45 mins.	0	1	0	1	0	0	0	0	0	5	0	5	3	0	0	3
Total Volume	3	4	0	7	0	0	0	0	0	21	5	26	13	0	5	18
% App. Total	42.9	57.1	0		0	0	0		0	80.8	19.2		72.2	0	27.8	
PHF	.250	.500	.000	.438	.000	.000	.000	.000	.000	.875	.417	.722	.813	.000	.625	.900

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Groups Printed- 3 Axle Vehicles

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	2	0	1	3	4
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	2	3
07:45 AM	1	0	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
Total	1	0	0	1	0	0	0	0	0	3	1	4	5	0	1	6	11
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	2	0	1	3	6
08:30 AM	0	1	0	1	0	0	0	0	0	3	0	3	3	0	0	3	7
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	4	0	1	5	6
Total	0	4	0	4	0	0	0	0	0	5	0	5	9	0	2	11	20
Grand Total	1	4	0	5	0	0	0	0	0	8	1	9	14	0	3	17	31
Apprch %	20	80	0		0	0	0		0	88.9	11.1		82.4	0	17.6		
Total %	3.2	12.9	0	16.1	0	0	0	0	0	25.8	3.2	29	45.2	0	9.7	54.8	

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	**1**	1	**2**	0	0	2	3
07:45 AM	**1**	0	0	**1**	0	0	0	0	0	1	0	1	1	0	0	1	3
08:00 AM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	2	0	**1**	**3**	**6**
Total Volume	1	2	0	3	0	0	0	0	0	3	1	4	5	0	1	6	13
% App. Total	33.3	66.7	0		0	0	0		0	75	25		83.3	0	16.7		
PHF	.250	.500	.000	.750	.000	.000	.000	.000	.000	.375	.250	.500	.625	.000	.250	.500	.542

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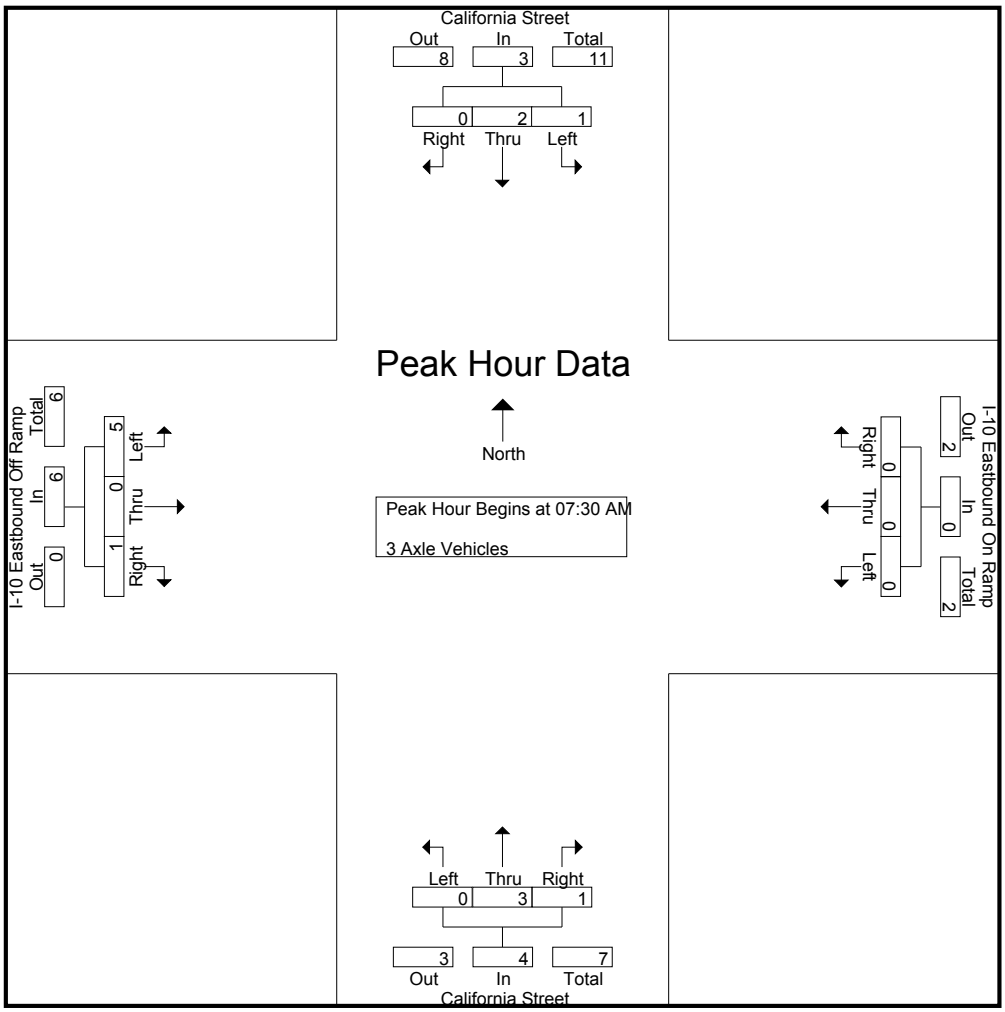
City of Redlands
N/S: California Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_RED_Cali_10E AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	**1**	1	**2**	0	0	2
+15 mins.	**1**	0	0	**1**	0	0	0	0	0	1	0	1	1	0	0	1
+30 mins.	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	**2**	0	**2**	2	0	**1**	**3**
Total Volume	1	2	0	3	0	0	0	0	0	3	1	4	5	0	1	6
% App. Total	33.3	66.7	0		0	0	0		0	75	25		83.3	0	16.7	
PHF	.250	.500	.000	.750	.000	.000	.000	.000	.000	.375	.250	.500	.625	.000	.250	.500

Counts Unlimited
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(951) 268-6268

City of Redlands
N/S: California Street
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Groups Printed- 4+ Axle Trucks

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	0	0	0	0	2	1	3	18	0	1	19	23
07:15 AM	1	1	0	2	0	0	0	0	0	5	1	6	14	0	1	15	23
07:30 AM	2	1	0	3	0	0	0	0	0	4	3	7	10	0	7	17	27
07:45 AM	1	0	0	1	0	0	0	0	0	3	2	5	16	0	3	19	25
Total	5	2	0	7	0	0	0	0	0	14	7	21	58	0	12	70	98
08:00 AM	0	4	0	4	0	0	0	0	0	3	1	4	17	0	3	20	28
08:15 AM	2	1	0	3	0	0	0	0	0	6	3	9	17	0	6	23	35
08:30 AM	0	1	0	1	0	0	0	0	0	9	1	10	15	0	3	18	29
08:45 AM	1	1	0	2	0	0	0	0	0	5	4	9	14	0	1	15	26
Total	3	7	0	10	0	0	0	0	0	23	9	32	63	0	13	76	118
Grand Total	8	9	0	17	0	0	0	0	0	37	16	53	121	0	25	146	216
Apprch %	47.1	52.9	0		0	0	0		0	69.8	30.2		82.9	0	17.1		
Total %	3.7	4.2	0	7.9	0	0	0	0	0	17.1	7.4	24.5	56	0	11.6	67.6	

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**2**	1	0	3	0	0	0	0	0	4	**3**	7	10	0	**7**	17	27
07:45 AM	1	0	0	1	0	0	0	0	0	3	2	5	16	0	3	19	25
08:00 AM	0	**4**	0	**4**	0	0	0	0	0	3	1	4	**17**	0	3	20	28
08:15 AM	2	1	0	3	0	0	0	0	0	**6**	3	**9**	17	0	6	**23**	**35**
Total Volume	5	6	0	11	0	0	0	0	0	16	9	25	60	0	19	79	115
% App. Total	45.5	54.5	0		0	0	0		0	64	36		75.9	0	24.1		
PHF	.625	.375	.000	.688	.000	.000	.000	.000	.000	.667	.750	.694	.882	.000	.679	.859	.821

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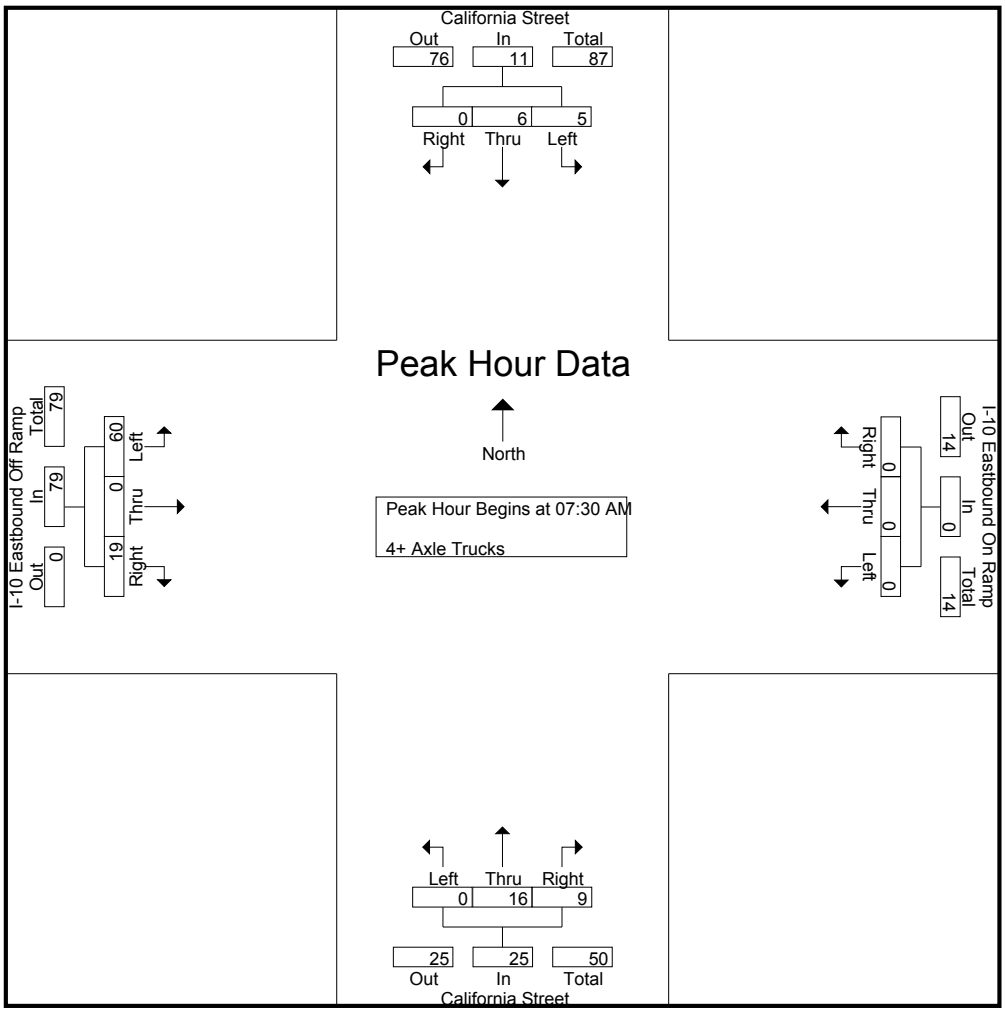

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**2**	1	0	3	0	0	0	0	0	4	**3**	7	10	0	**7**	17
+15 mins.	1	0	0	1	0	0	0	0	0	3	2	5	16	0	3	19
+30 mins.	0	**4**	0	**4**	0	0	0	0	0	3	1	4	**17**	0	3	20
+45 mins.	2	1	0	3	0	0	0	0	0	**6**	3	**9**	17	0	6	**23**
Total Volume	5	6	0	11	0	0	0	0	0	16	9	25	60	0	19	79
% App. Total	45.5	54.5	0		0	0	0		0	64	36		75.9	0	24.1	
PHF	.625	.375	.000	.688	.000	.000	.000	.000	.000	.667	.750	.694	.882	.000	.679	.859

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Site Code : 06718128
Start Date : 2/21/2018
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	56	124	0	180	0	0	0	0	0	202	104	306	73	1	104	178	664
04:15 PM	58	127	0	185	0	0	0	0	0	192	111	303	70	1	88	159	647
04:30 PM	64	120	0	184	0	0	0	0	0	201	116	317	50	1	70	121	622
04:45 PM	62	129	0	191	0	0	0	0	0	183	90	273	70	0	89	159	623
Total	240	500	0	740	0	0	0	0	0	778	421	1199	263	3	351	617	2556
05:00 PM	73	136	0	209	0	0	0	0	0	188	117	305	55	0	95	150	664
05:15 PM	65	114	0	179	0	0	0	0	0	215	97	312	50	5	98	153	644
05:30 PM	52	120	0	172	0	0	0	0	0	149	92	241	58	2	101	161	574
05:45 PM	34	127	0	161	0	0	0	0	0	157	86	243	43	0	90	133	537
Total	224	497	0	721	0	0	0	0	0	709	392	1101	206	7	384	597	2419
Grand Total	464	997	0	1461	0	0	0	0	0	1487	813	2300	469	10	735	1214	4975
Apprch %	31.8	68.2	0		0	0	0		0	64.7	35.3		38.6	0.8	60.5		
Total %	9.3	20	0	29.4	0	0	0	0	0	29.9	16.3	46.2	9.4	0.2	14.8	24.4	
Passenger Vehicles	445	990	0	1435	0	0	0	0	0	1428	790	2218	392	9	715	1116	4769
% Passenger Vehicles	95.9	99.3	0	98.2	0	0	0	0	0	96	97.2	96.4	83.6	90	97.3	91.9	95.9
Large 2 Axle Vehicles	2	2	0	4	0	0	0	0	0	24	13	37	8	1	15	24	65
% Large 2 Axle Vehicles	0.4	0.2	0	0.3	0	0	0	0	0	1.6	1.6	1.6	1.7	10	2	2	1.3
3 Axle Vehicles	1	4	0	5	0	0	0	0	0	7	1	8	14	0	1	15	28
% 3 Axle Vehicles	0.2	0.4	0	0.3	0	0	0	0	0	0.5	0.1	0.3	3	0	0.1	1.2	0.6
4+ Axle Trucks	16	1	0	17	0	0	0	0	0	28	9	37	55	0	4	59	113
% 4+ Axle Trucks	3.4	0.1	0	1.2	0	0	0	0	0	1.9	1.1	1.6	11.7	0	0.5	4.9	2.3

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	56	124	0	180	0	0	0	0	0	**202**	104	306	**73**	**1**	**104**	**178**	**664**
04:15 PM	58	127	0	185	0	0	0	0	0	192	111	303	70	1	88	159	647
04:30 PM	**64**	120	0	184	0	0	0	0	0	201	**116**	**317**	50	1	70	121	622
04:45 PM	62	**129**	0	**191**	0	0	0	0	0	183	90	273	70	0	89	159	623
Total Volume	240	500	0	740	0	0	0	0	0	778	421	1199	263	3	351	617	2556
% App. Total	32.4	67.6	0		0	0	0		0	64.9	35.1		42.6	0.5	56.9		
PHF	.938	.969	.000	.969	.000	.000	.000	.000	.000	.963	.907	.946	.901	.750	.844	.867	.962

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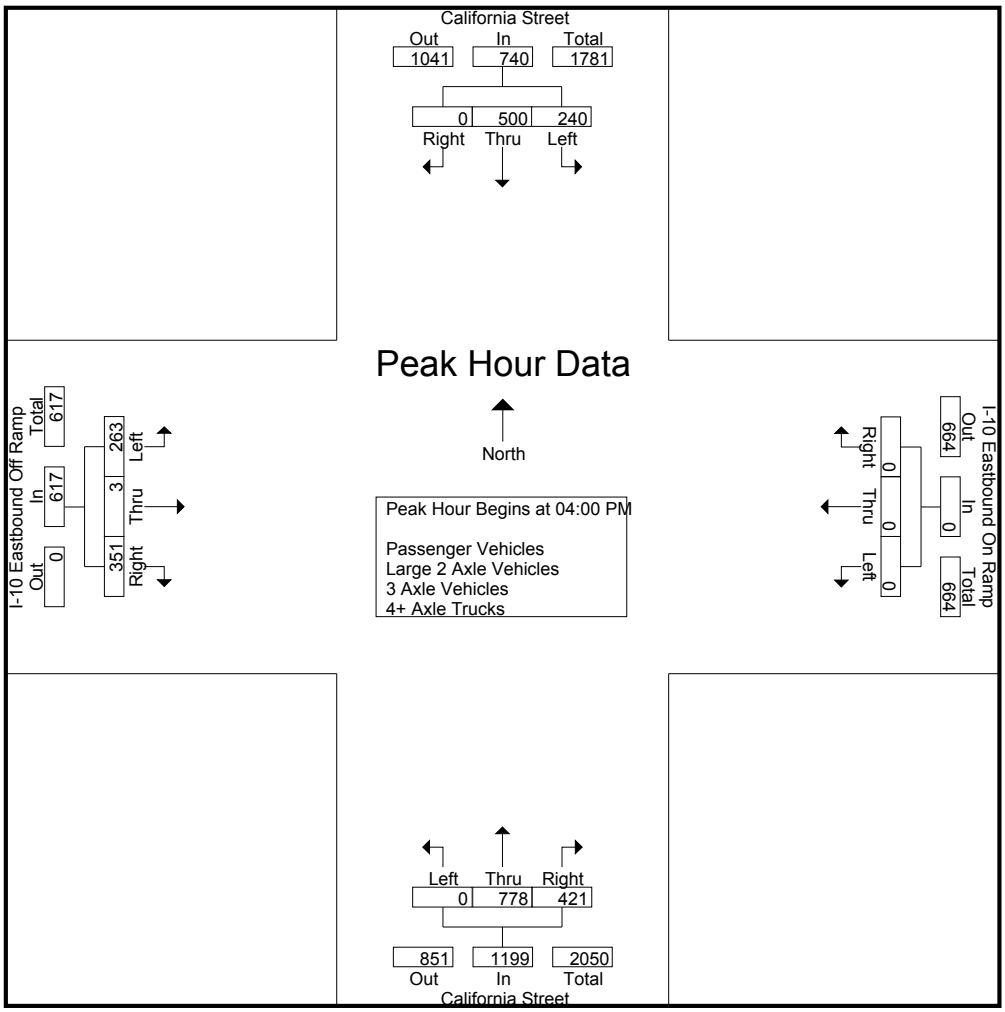

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				04:30 PM				04:45 PM			
+0 mins.	58	127	0	185	0	0	0	0	0	201	116	**317**	**70**	0	89	159
+15 mins.	64	120	0	184	0	0	0	0	0	183	90	273	55	0	95	150
+30 mins.	62	129	0	191	0	0	0	0	0	188	**117**	305	50	**5**	98	153
+45 mins.	**73**	**136**	0	**209**	0	0	0	0	0	**215**	97	312	58	2	**101**	**161**
Total Volume	257	512	0	769	0	0	0	0	0	787	420	1207	233	7	383	623
% App. Total	33.4	66.6	0		0	0	0		0	65.2	34.8		37.4	1.1	61.5	
PHF	.880	.941	.000	.920	.000	.000	.000	.000	.000	.915	.897	.952	.832	.350	.948	.967

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Groups Printed- Passenger Vehicles

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	54	122	0	176	0	0	0	0	0	186	101	287	60	1	98	159	622
04:15 PM	53	125	0	178	0	0	0	0	0	187	104	291	60	1	86	147	616
04:30 PM	61	120	0	181	0	0	0	0	0	189	114	303	35	1	70	106	590
04:45 PM	62	128	0	190	0	0	0	0	0	179	89	268	60	0	84	144	602
Total	230	495	0	725	0	0	0	0	0	741	408	1149	215	3	338	556	2430
05:00 PM	72	135	0	207	0	0	0	0	0	177	111	288	44	0	94	138	633
05:15 PM	62	113	0	175	0	0	0	0	0	211	95	306	46	4	97	147	628
05:30 PM	49	120	0	169	0	0	0	0	0	144	90	234	54	2	98	154	557
05:45 PM	32	127	0	159	0	0	0	0	0	155	86	241	33	0	88	121	521
Total	215	495	0	710	0	0	0	0	0	687	382	1069	177	6	377	560	2339
Grand Total	445	990	0	1435	0	0	0	0	0	1428	790	2218	392	9	715	1116	4769
Apprch %	31	69	0		0	0	0		0	64.4	35.6		35.1	0.8	64.1		
Total %	9.3	20.8	0	30.1	0	0	0	0	0	29.9	16.6	46.5	8.2	0.2	15	23.4	

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	54	122	0	176	0	0	0	0	0	186	101	287	**60**	**1**	**98**	**159**	**622**
04:15 PM	53	125	0	178	0	0	0	0	0	187	104	291	60	1	86	147	616
04:30 PM	61	120	0	181	0	0	0	0	0	**189**	**114**	**303**	35	1	70	106	590
04:45 PM	**62**	**128**	0	**190**	0	0	0	0	0	179	89	268	60	0	84	144	602
Total Volume	230	495	0	725	0	0	0	0	0	741	408	1149	215	3	338	556	2430
% App. Total	31.7	68.3	0		0	0	0		0	64.5	35.5		38.7	0.5	60.8		
PHF	.927	.967	.000	.954	.000	.000	.000	.000	.000	.980	.895	.948	.896	.750	.862	.874	.977

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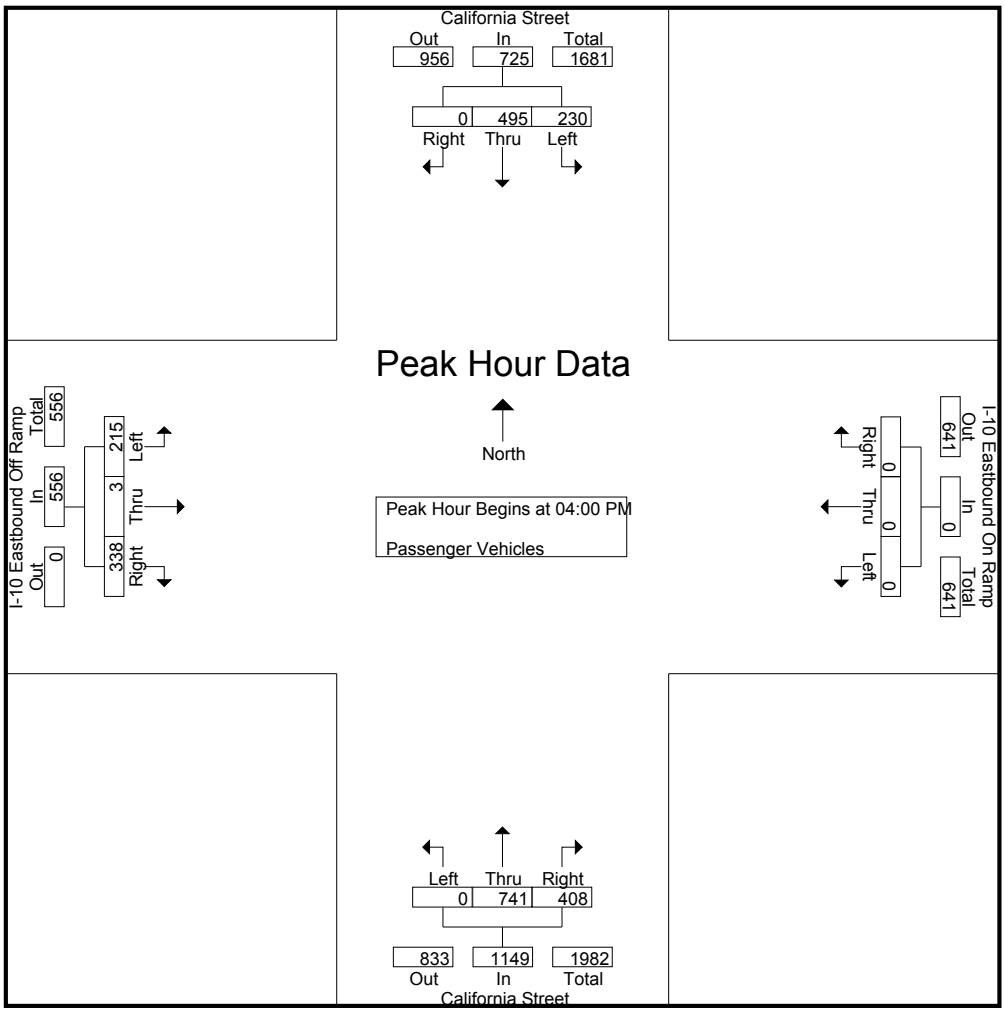

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	54	122	0	176	0	0	0	0	0	186	101	287	**60**	**1**	**98**	**159**
+15 mins.	53	125	0	178	0	0	0	0	0	187	104	291	60	1	86	147
+30 mins.	61	120	0	181	0	0	0	0	0	**189**	**114**	**303**	35	1	70	106
+45 mins.	**62**	**128**	0	**190**	0	0	0	0	0	179	89	268	60	0	84	144
Total Volume	230	495	0	725	0	0	0	0	0	741	408	1149	215	3	338	556
% App. Total	31.7	68.3	0		0	0	0		0	64.5	35.5		38.7	0.5	60.8	
PHF	.927	.967	.000	.954	.000	.000	.000	.000	.000	.980	.895	.948	.896	.750	.862	.874

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Groups Printed- Large 2 Axle Vehicles

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	4	1	5	0	0	5	5	10
04:15 PM	0	1	0	1	0	0	0	0	0	4	4	8	3	0	2	5	14
04:30 PM	1	0	0	1	0	0	0	0	0	7	1	8	3	0	0	3	12
04:45 PM	0	1	0	1	0	0	0	0	0	2	1	3	2	0	3	5	9
Total	1	2	0	3	0	0	0	0	0	17	7	24	8	0	10	18	45
05:00 PM	0	0	0	0	0	0	0	0	0	4	3	7	0	0	0	0	7
05:15 PM	0	0	0	0	0	0	0	0	0	2	1	3	0	1	1	2	5
05:30 PM	1	0	0	1	0	0	0	0	0	1	2	3	0	0	3	3	7
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	1	0	0	1	0	0	0	0	0	7	6	13	0	1	5	6	20
Grand Total	2	2	0	4	0	0	0	0	0	24	13	37	8	1	15	24	65
Apprch %	50	50	0		0	0	0		0	64.9	35.1		33.3	4.2	62.5		
Total %	3.1	3.1	0	6.2	0	0	0	0	0	36.9	20	56.9	12.3	1.5	23.1	36.9	

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	4	1	5	0	0	**5**	**5**	10
04:15 PM	0	**1**	0	**1**	0	0	0	0	0	4	**4**	**8**	**3**	0	2	5	**14**
04:30 PM	**1**	0	0	1	0	0	0	0	0	**7**	1	8	3	0	0	3	12
04:45 PM	0	1	0	1	0	0	0	0	0	2	1	3	2	0	3	5	9
Total Volume	1	2	0	3	0	0	0	0	0	17	7	24	8	0	10	18	45
% App. Total	33.3	66.7	0		0	0	0		0	70.8	29.2		44.4	0	55.6		
PHF	.250	.500	.000	.750	.000	.000	.000	.000	.000	.607	.438	.750	.667	.000	.500	.900	.804

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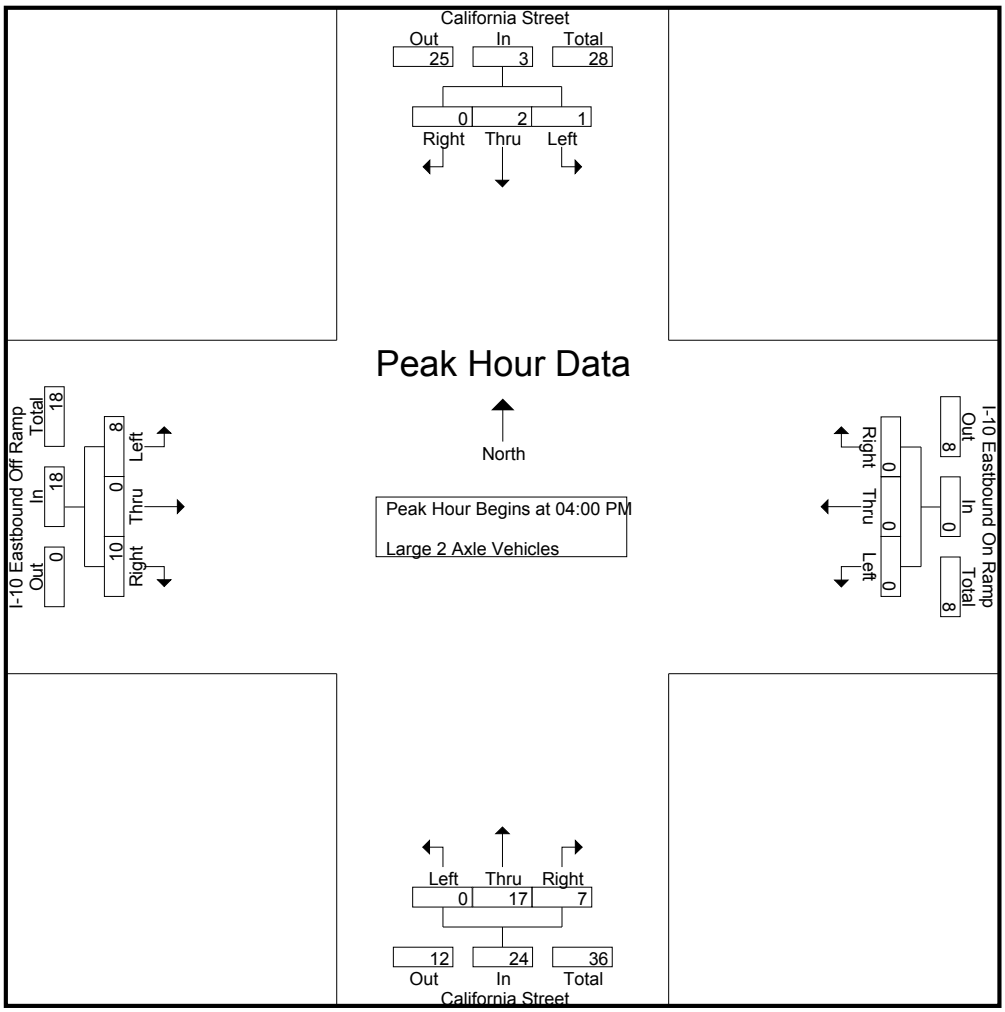

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	4	1	5	0	0	**5**	**5**
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	4	**4**	**8**	**3**	0	2	5
+30 mins.	**1**	0	0	1	0	0	0	0	0	**7**	1	8	3	0	0	3
+45 mins.	0	1	0	1	0	0	0	0	0	2	1	3	2	0	3	5
Total Volume	1	2	0	3	0	0	0	0	0	17	7	24	8	0	10	18
% App. Total	33.3	66.7	0		0	0	0		0	70.8	29.2		44.4	0	55.6	
PHF	.250	.500	.000	.750	.000	.000	.000	.000	.000	.607	.438	.750	.667	.000	.500	.900

Counts Unlimited
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City of Redlands
N/S: California Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_RED_Cali_10E PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- 3 Axle Vehicles

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	3	0	0	3	6
04:15 PM	0	1	0	1	0	0	0	0	0	1	1	2	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	3	0	0	3	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4	4
Total	0	2	0	2	0	0	0	0	0	5	1	6	9	0	1	10	18
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
05:15 PM	1	1	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	2	3
Total	1	2	0	3	0	0	0	0	0	2	0	2	5	0	0	5	10
Grand Total	1	4	0	5	0	0	0	0	0	7	1	8	14	0	1	15	28
Apprch %	20	80	0		0	0	0		0	87.5	12.5		93.3	0	6.7		
Total %	3.6	14.3	0	17.9	0	0	0	0	0	25	3.6	28.6	50	0	3.6	53.6	

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**	**3**	0	0	3	**6**
04:15 PM	0	1	0	1	0	0	0	0	0	1	**1**	2	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	3	0	0	3	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	**1**	**4**	4
Total Volume	0	2	0	2	0	0	0	0	0	5	1	6	9	0	1	10	18
% App. Total	0	100	0		0	0	0		0	83.3	16.7		90	0	10		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.625	.250	.750	.750	.000	.250	.625	.750

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City of Redlands
N/S: California Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_RED_Cali_10E PM
Site Code : 06718128
Start Date : 2/21/2018
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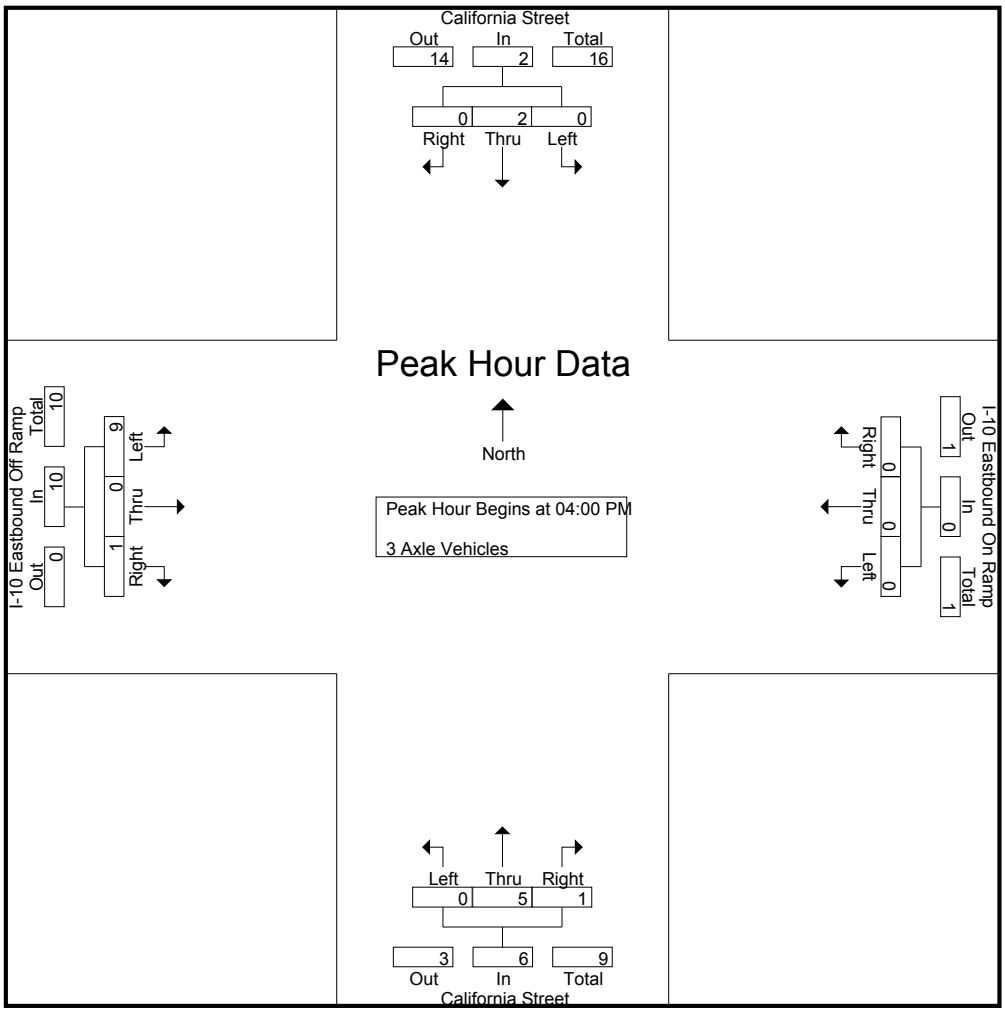

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**	**3**	0	0	3
+15 mins.	0	1	0	1	0	0	0	0	0	1	**1**	2	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	2	0	2	3	0	0	3
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	3	0	**1**	**4**
Total Volume	0	2	0	2	0	0	0	0	0	5	1	6	9	0	1	10
% App. Total	0	100	0		0	0	0		0	83.3	16.7		90	0	10	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.625	.250	.750	.750	.000	.250	.625

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City of Redlands
N/S: California Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_RED_Cali_10E PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- 4+ Axle Trucks

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	1	0	3	0	0	0	0	0	10	2	12	10	0	1	11	26
04:15 PM	5	0	0	5	0	0	0	0	0	0	2	2	7	0	0	7	14
04:30 PM	2	0	0	2	0	0	0	0	0	3	1	4	9	0	0	9	15
04:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	5	0	1	6	8
Total	9	1	0	10	0	0	0	0	0	15	5	20	31	0	2	33	63
05:00 PM	1	0	0	1	0	0	0	0	0	7	3	10	9	0	1	10	21
05:15 PM	2	0	0	2	0	0	0	0	0	2	1	3	3	0	0	3	8
05:30 PM	2	0	0	2	0	0	0	0	0	3	0	3	4	0	0	4	9
05:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	8	0	1	9	12
Total	7	0	0	7	0	0	0	0	0	13	4	17	24	0	2	26	50
Grand Total	16	1	0	17	0	0	0	0	0	28	9	37	55	0	4	59	113
Apprch %	94.1	5.9	0		0	0	0		0	75.7	24.3		93.2	0	6.8		
Total %	14.2	0.9	0	15	0	0	0	0	0	24.8	8	32.7	48.7	0	3.5	52.2	

	California Street Southbound				I-10 Eastbound On Ramp Westbound				California Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	**1**	0	3	0	0	0	0	0	**10**	**2**	**12**	**10**	0	**1**	**11**	**26**
04:15 PM	**5**	0	0	**5**	0	0	0	0	0	0	2	2	7	0	0	7	14
04:30 PM	2	0	0	2	0	0	0	0	0	3	1	4	9	0	0	9	15
04:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	5	0	1	6	8
Total Volume	9	1	0	10	0	0	0	0	0	15	5	20	31	0	2	33	63
% App. Total	90	10	0		0	0	0		0	75	25		93.9	0	6.1		
PHF	.450	.250	.000	.500	.000	.000	.000	.000	.000	.375	.625	.417	.775	.000	.500	.750	.606

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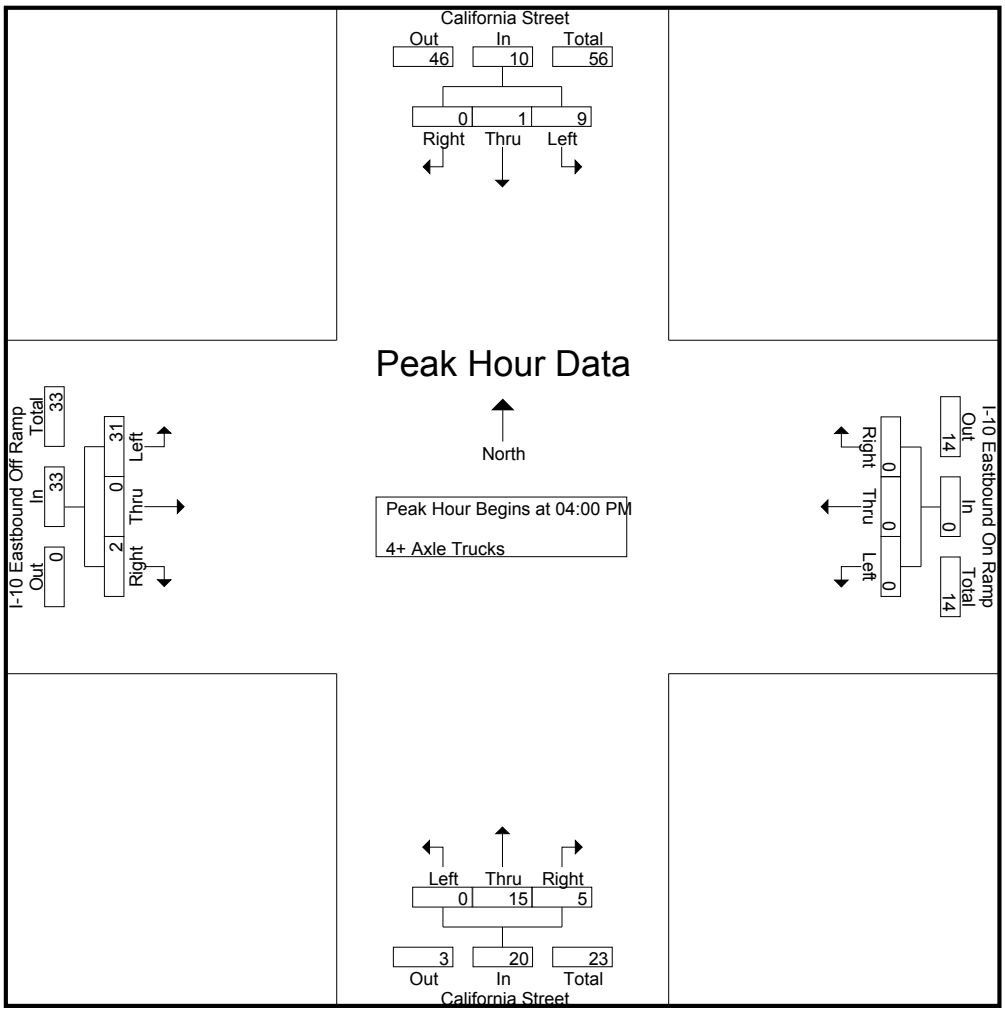
City of Redlands
N/S: California Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_RED_Cali_10E PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	2	**1**	0	3	0	0	0	0	0	**10**	**2**	**12**	**10**	0	**1**	**11**
+15 mins.	**5**	0	0	**5**	0	0	0	0	0	0	2	2	7	0	0	7
+30 mins.	2	0	0	2	0	0	0	0	0	3	1	4	9	0	0	9
+45 mins.	0	0	0	0	0	0	0	0	0	2	0	2	5	0	1	6
Total Volume	9	1	0	10	0	0	0	0	0	15	5	20	31	0	2	33
% App. Total	90	10	0		0	0	0		0	75	25		93.9	0	6.1	
PHF	.450	.250	.000	.500	.000	.000	.000	.000	.000	.375	.625	.417	.775	.000	.500	.750

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City of Highland
N/S: Palm Avenue
E/W: 5th Street
Weather: Clear

File Name : 03_HLD_Palm_5th AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Palm Avenue Southbound				5th Street Westbound				Palm Avenue Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	48	115	15	178	95	120	25	240	15	49	39	103	2	57	11	70	591
07:15 AM	33	117	10	160	87	187	20	294	11	44	32	87	2	50	9	61	602
07:30 AM	51	89	10	150	71	148	34	253	7	43	36	86	4	61	7	72	561
07:45 AM	32	106	11	149	88	185	29	302	13	27	29	69	3	38	11	52	572
Total	164	427	46	637	341	640	108	1089	46	163	136	345	11	206	38	255	2326
08:00 AM	23	46	16	85	52	121	24	197	11	32	25	68	3	53	8	64	414
08:15 AM	37	35	5	77	38	127	22	187	7	37	22	66	2	45	9	56	386
08:30 AM	51	72	10	133	43	75	23	141	12	40	24	76	6	65	7	78	428
08:45 AM	39	55	14	108	38	55	24	117	5	21	21	47	5	46	9	60	332
Total	150	208	45	403	171	378	93	642	35	130	92	257	16	209	33	258	1560
Grand Total	314	635	91	1040	512	1018	201	1731	81	293	228	602	27	415	71	513	3886
Apprch %	30.2	61.1	8.8		29.6	58.8	11.6		13.5	48.7	37.9		5.3	80.9	13.8		
Total %	8.1	16.3	2.3	26.8	13.2	26.2	5.2	44.5	2.1	7.5	5.9	15.5	0.7	10.7	1.8	13.2	
Passenger Vehicles	303	627	84	1014	461	1006	191	1658	76	285	144	505	20	389	66	475	3652
% Passenger Vehicles	96.5	98.7	92.3	97.5	90	98.8	95	95.8	93.8	97.3	63.2	83.9	74.1	93.7	93	92.6	94
Large 2 Axle Vehicles	8	6	5	19	11	7	6	24	5	7	15	27	7	11	2	20	90
% Large 2 Axle Vehicles	2.5	0.9	5.5	1.8	2.1	0.7	3	1.4	6.2	2.4	6.6	4.5	25.9	2.7	2.8	3.9	2.3
3 Axle Vehicles	1	1	1	3	14	3	1	18	0	1	25	26	0	9	3	12	59
% 3 Axle Vehicles	0.3	0.2	1.1	0.3	2.7	0.3	0.5	1	0	0.3	11	4.3	0	2.2	4.2	2.3	1.5
4+ Axle Trucks	2	1	1	4	26	2	3	31	0	0	44	44	0	6	0	6	85
% 4+ Axle Trucks	0.6	0.2	1.1	0.4	5.1	0.2	1.5	1.8	0	0	19.3	7.3	0	1.4	0	1.2	2.2

	Palm Avenue Southbound				5th Street Westbound				Palm Avenue Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	48	115	**15**	**178**	**95**	120	25	240	**15**	**49**	**39**	**103**	2	57	**11**	70	591
07:15 AM	33	**117**	10	160	87	**187**	20	294	11	44	32	87	2	50	9	61	**602**
07:30 AM	**51**	89	10	150	71	148	**34**	253	7	43	36	86	**4**	**61**	7	**72**	561
07:45 AM	32	106	11	149	88	185	29	**302**	13	27	29	69	3	38	11	52	572
Total Volume	164	427	46	637	341	640	108	1089	46	163	136	345	11	206	38	255	2326
% App. Total	25.7	67	7.2		31.3	58.8	9.9		13.3	47.2	39.4		4.3	80.8	14.9		
PHF	.804	.912	.767	.895	.897	.856	.794	.901	.767	.832	.872	.837	.688	.844	.864	.885	.966

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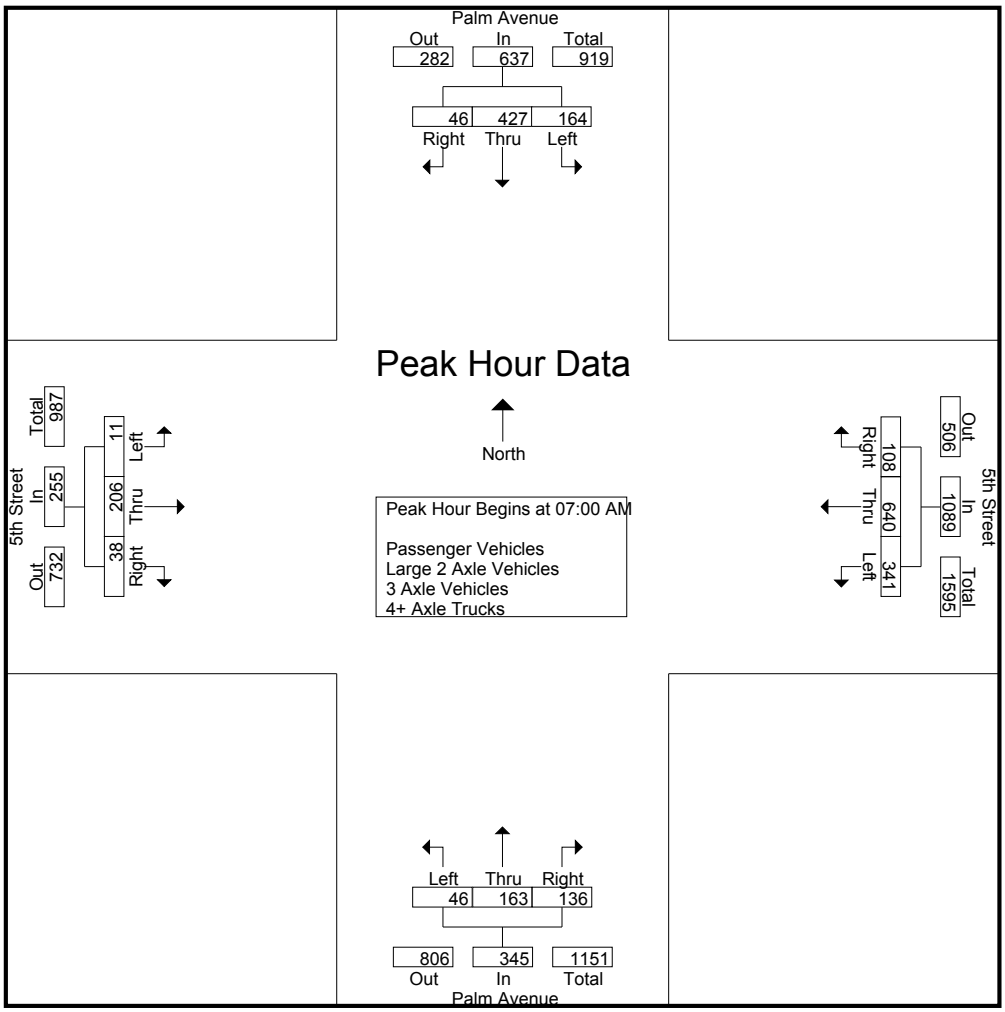
City of Highland
N/S: Palm Avenue
E/W: 5th Street
Weather: Clear

File Name : 03_HLD_Palm_5th AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				08:00 AM			
+0 mins.	48	115	**15**	**178**	**95**	120	25	240	**15**	**49**	**39**	**103**	3	53	8	64
+15 mins.	33	**117**	10	160	87	**187**	20	294	11	44	32	87	2	45	**9**	56
+30 mins.	**51**	89	10	150	71	148	**34**	253	7	43	36	86	**6**	**65**	7	**78**
+45 mins.	32	106	11	149	88	185	29	**302**	13	27	29	69	5	46	9	60
Total Volume	164	427	46	637	341	640	108	1089	46	163	136	345	16	209	33	258
% App. Total	25.7	67	7.2		31.3	58.8	9.9		13.3	47.2	39.4		6.2	81	12.8	
PHF	.804	.912	.767	.895	.897	.856	.794	.901	.767	.832	.872	.837	.667	.804	.917	.827

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City of Highland
N/S: Palm Avenue
E/W: 5th Street
Weather: Clear

File Name : 03_HLD_Palm_5th AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Passenger Vehicles

	Palm Avenue Southbound				5th Street Westbound				Palm Avenue Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	46	114	13	173	93	119	24	236	14	46	25	85	1	54	10	65	559
07:15 AM	32	116	10	158	80	186	20	286	11	44	21	76	1	47	9	57	577
07:30 AM	51	88	9	148	67	147	34	248	7	41	28	76	3	55	7	65	537
07:45 AM	30	106	11	147	81	183	27	291	12	27	14	53	1	36	9	46	537
Total	159	424	43	626	321	635	105	1061	44	158	88	290	6	192	35	233	2210
08:00 AM	23	45	15	83	43	119	22	184	9	31	17	57	3	50	7	60	384
08:15 AM	34	34	5	73	33	124	21	178	7	36	14	57	1	43	9	53	361
08:30 AM	49	70	10	129	34	73	22	129	11	39	15	65	6	59	6	71	394
08:45 AM	38	54	11	103	30	55	21	106	5	21	10	36	4	45	9	58	303
Total	144	203	41	388	140	371	86	597	32	127	56	215	14	197	31	242	1442
Grand Total	303	627	84	1014	461	1006	191	1658	76	285	144	505	20	389	66	475	3652
Apprch %	29.9	61.8	8.3		27.8	60.7	11.5		15	56.4	28.5		4.2	81.9	13.9		
Total %	8.3	17.2	2.3	27.8	12.6	27.5	5.2	45.4	2.1	7.8	3.9	13.8	0.5	10.7	1.8	13	

	Palm Avenue Southbound				5th Street Westbound				Palm Avenue Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	46	114	**13**	**173**	**93**	119	24	236	**14**	**46**	25	**85**	1	54	**10**	**65**	559
07:15 AM	32	**116**	10	158	80	**186**	20	286	11	44	21	76	1	47	9	57	**577**
07:30 AM	**51**	88	9	148	67	147	**34**	248	7	41	**28**	76	**3**	**55**	7	65	537
07:45 AM	30	106	11	147	81	183	27	**291**	12	27	14	53	1	36	9	46	537
Total Volume	159	424	43	626	321	635	105	1061	44	158	88	290	6	192	35	233	2210
% App. Total	25.4	67.7	6.9		30.3	59.8	9.9		15.2	54.5	30.3		2.6	82.4	15		
PHF	.779	.914	.827	.905	.863	.853	.772	.912	.786	.859	.786	.853	.500	.873	.875	.896	.958

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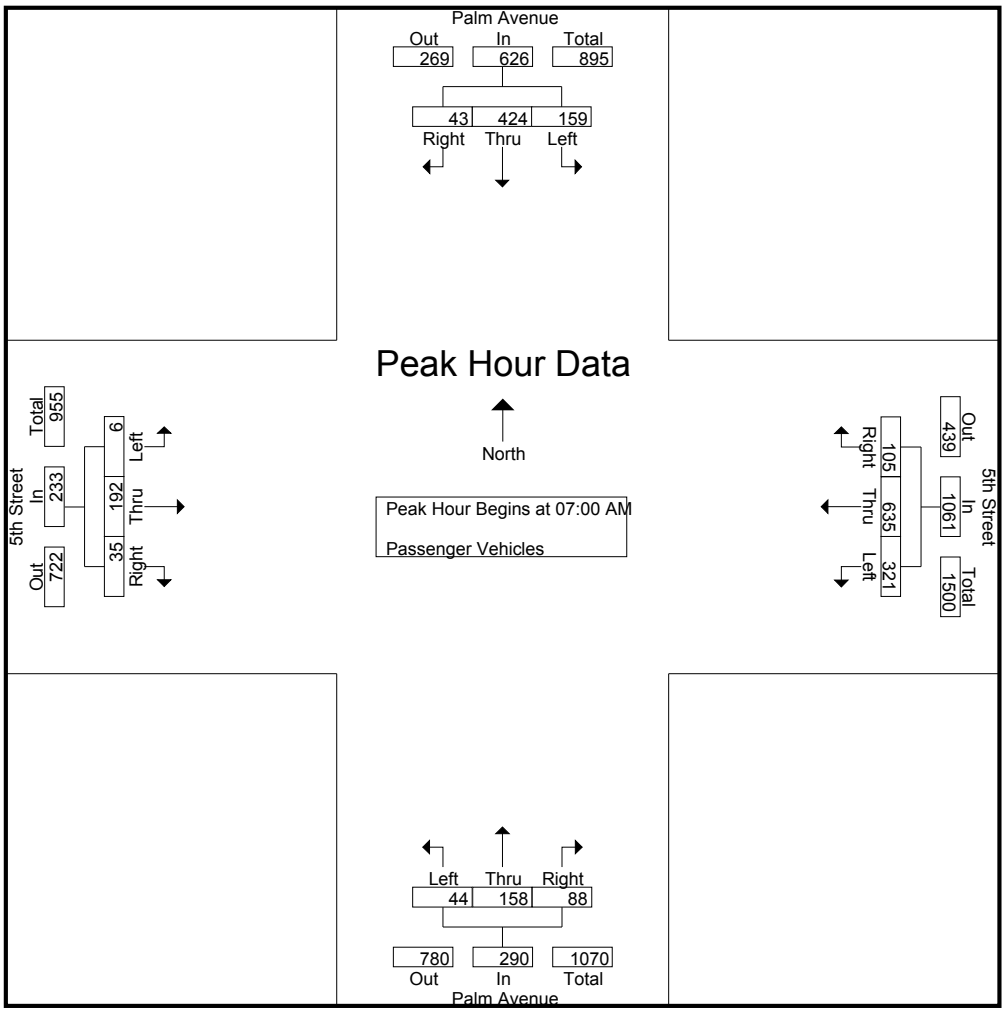
City of Highland
N/S: Palm Avenue
E/W: 5th Street
Weather: Clear

File Name : 03_HLD_Palm_5th AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	46	114	**13**	**173**	**93**	119	24	236	**14**	**46**	25	**85**	1	54	**10**	**65**
+15 mins.	32	**116**	10	158	80	**186**	20	286	11	44	21	76	1	47	9	57
+30 mins.	**51**	88	9	148	67	147	**34**	248	7	41	**28**	76	**3**	**55**	7	65
+45 mins.	30	106	11	147	81	183	27	**291**	12	27	14	53	1	36	9	46
Total Volume	159	424	43	626	321	635	105	1061	44	158	88	290	6	192	35	233
% App. Total	25.4	67.7	6.9		30.3	59.8	9.9		15.2	54.5	30.3		2.6	82.4	15	
PHF	.779	.914	.827	.905	.863	.853	.772	.912	.786	.859	.786	.853	.500	.873	.875	.896

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City of Highland
N/S: Palm Avenue
E/W: 5th Street
Weather: Clear

File Name : 03_HLD_Palm_5th AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Palm Avenue Southbound				5th Street Westbound				Palm Avenue Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	1	3	1	0	0	1	1	3	2	6	1	2	0	3	13
07:15 AM	0	1	0	1	1	0	0	1	0	0	5	5	1	2	0	3	10
07:30 AM	0	0	1	1	0	1	0	1	0	1	1	2	1	3	0	4	8
07:45 AM	2	0	0	2	2	1	2	5	1	0	1	2	2	1	1	4	13
Total	3	2	2	7	4	2	2	8	2	4	9	15	5	8	1	14	44
08:00 AM	0	1	1	2	2	1	1	4	2	1	2	5	0	1	1	2	13
08:15 AM	3	0	0	3	0	2	0	2	0	1	1	2	1	1	0	2	9
08:30 AM	2	2	0	4	2	2	1	5	1	1	2	4	0	1	0	1	14
08:45 AM	0	1	2	3	3	0	2	5	0	0	1	1	1	0	0	1	10
Total	5	4	3	12	7	5	4	16	3	3	6	12	2	3	1	6	46
Grand Total	8	6	5	19	11	7	6	24	5	7	15	27	7	11	2	20	90
Apprch %	42.1	31.6	26.3		45.8	29.2	25		18.5	25.9	55.6		35	55	10		
Total %	8.9	6.7	5.6	21.1	12.2	7.8	6.7	26.7	5.6	7.8	16.7	30	7.8	12.2	2.2	22.2	

	Palm Avenue Southbound				5th Street Westbound				Palm Avenue Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	**1**	**1**	**3**	1	0	0	1	**1**	**3**	2	**6**	1	2	0	3	**13**
07:15 AM	0	1	0	1	1	0	0	1	0	0	**5**	5	1	2	0	3	10
07:30 AM	0	0	1	1	0	**1**	0	1	0	1	1	2	1	**3**	0	**4**	8
07:45 AM	**2**	0	0	2	**2**	1	**2**	**5**	1	0	1	2	**2**	1	**1**	4	13
Total Volume	3	2	2	7	4	2	2	8	2	4	9	15	5	8	1	14	44
% App. Total	42.9	28.6	28.6		50	25	25		13.3	26.7	60		35.7	57.1	7.1		
PHF	.375	.500	.500	.583	.500	.500	.250	.400	.500	.333	.450	.625	.625	.667	.250	.875	.846

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City of Highland
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E/W: 5th Street
Weather: Clear

File Name : 03_HLD_Palm_5th AM
Site Code : 06718128
Start Date : 2/21/2018
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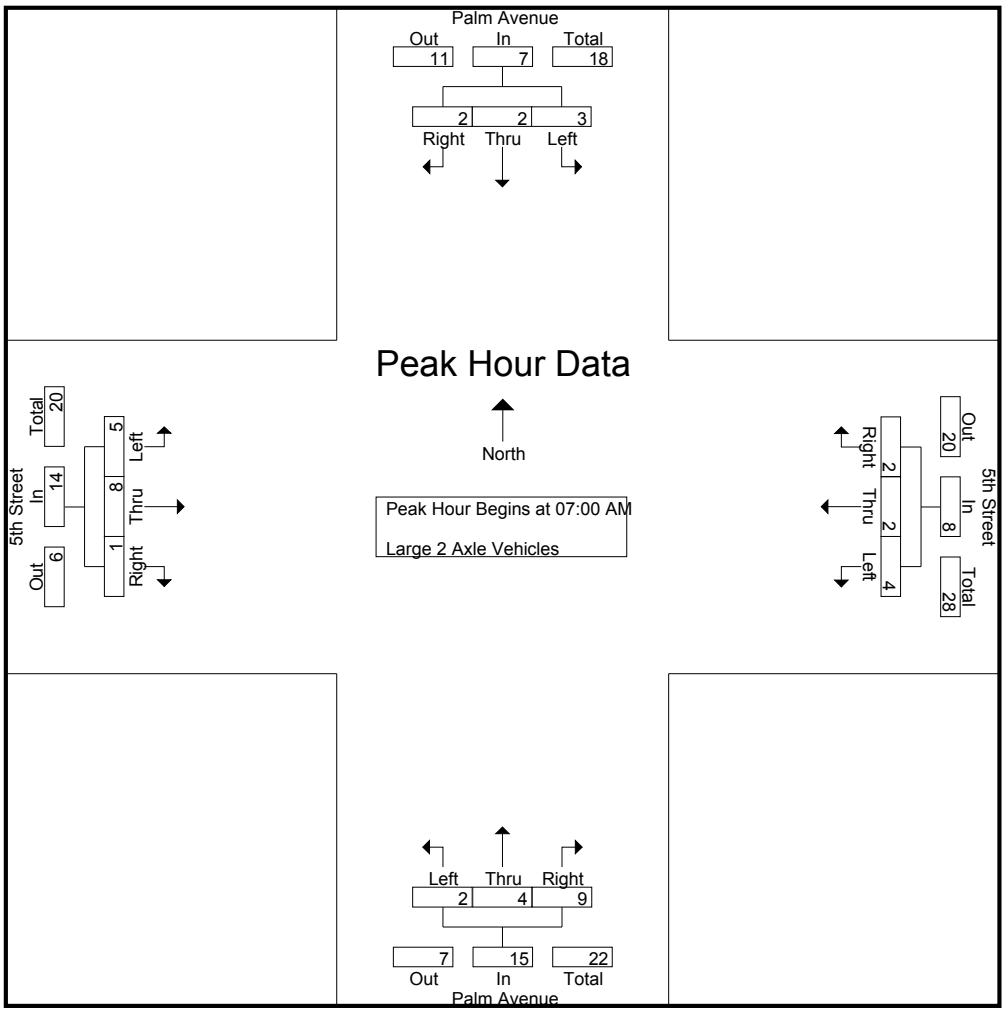

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	**1**	**1**	**3**	1	0	0	1	**1**	**3**	2	**6**	1	2	0	3
+15 mins.	0	1	0	1	1	0	0	1	0	0	**5**	5	1	2	0	3
+30 mins.	0	0	1	1	0	**1**	0	1	0	1	1	2	1	**3**	0	**4**
+45 mins.	**2**	0	0	2	**2**	1	**2**	**5**	1	0	1	2	**2**	1	**1**	4
Total Volume	3	2	2	7	4	2	2	8	2	4	9	15	5	8	1	14
% App. Total	42.9	28.6	28.6		50	25	25		13.3	26.7	60		35.7	57.1	7.1	
PHF	.375	.500	.500	.583	.500	.500	.250	.400	.500	.333	.450	.625	.625	.667	.250	.875

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Groups Printed- 3 Axle Vehicles

	Palm Avenue Southbound				5th Street Westbound				Palm Avenue Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	1	2	1	1	0	2	0	0	5	5	0	0	1	1	10
07:15 AM	0	0	0	0	1	1	0	2	0	0	1	1	0	0	0	0	3
07:30 AM	0	0	0	0	1	0	0	1	0	1	2	3	0	2	0	2	6
07:45 AM	0	0	0	0	2	0	0	2	0	0	8	8	0	0	1	1	11
Total	1	0	1	2	5	2	0	7	0	1	16	17	0	2	2	4	30
08:00 AM	0	0	0	0	6	0	1	7	0	0	2	2	0	1	0	1	10
08:15 AM	0	1	0	1	1	1	0	2	0	0	3	3	0	1	0	1	7
08:30 AM	0	0	0	0	2	0	0	2	0	0	2	2	0	4	1	5	9
08:45 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	1	3
Total	0	1	0	1	9	1	1	11	0	0	9	9	0	7	1	8	29
Grand Total	1	1	1	3	14	3	1	18	0	1	25	26	0	9	3	12	59
Apprch %	33.3	33.3	33.3		77.8	16.7	5.6		0	3.8	96.2		0	75	25		
Total %	1.7	1.7	1.7	5.1	23.7	5.1	1.7	30.5	0	1.7	42.4	44.1	0	15.3	5.1	20.3	

	Palm Avenue Southbound				5th Street Westbound				Palm Avenue Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	0	**1**	**2**	1	**1**	0	**2**	0	0	5	5	0	0	**1**	1	10
07:15 AM	0	0	0	0	1	1	0	2	0	0	1	1	0	0	0	0	3
07:30 AM	0	0	0	0	1	0	0	1	0	**1**	2	3	0	**2**	0	**2**	6
07:45 AM	0	0	0	0	**2**	0	0	2	0	0	**8**	**8**	0	0	1	1	**11**
Total Volume	1	0	1	2	5	2	0	7	0	1	16	17	0	2	2	4	30
% App. Total	50	0	50		71.4	28.6	0		0	5.9	94.1		0	50	50		
PHF	.250	.000	.250	.250	.625	.500	.000	.875	.000	.250	.500	.531	.000	.250	.500	.500	.682

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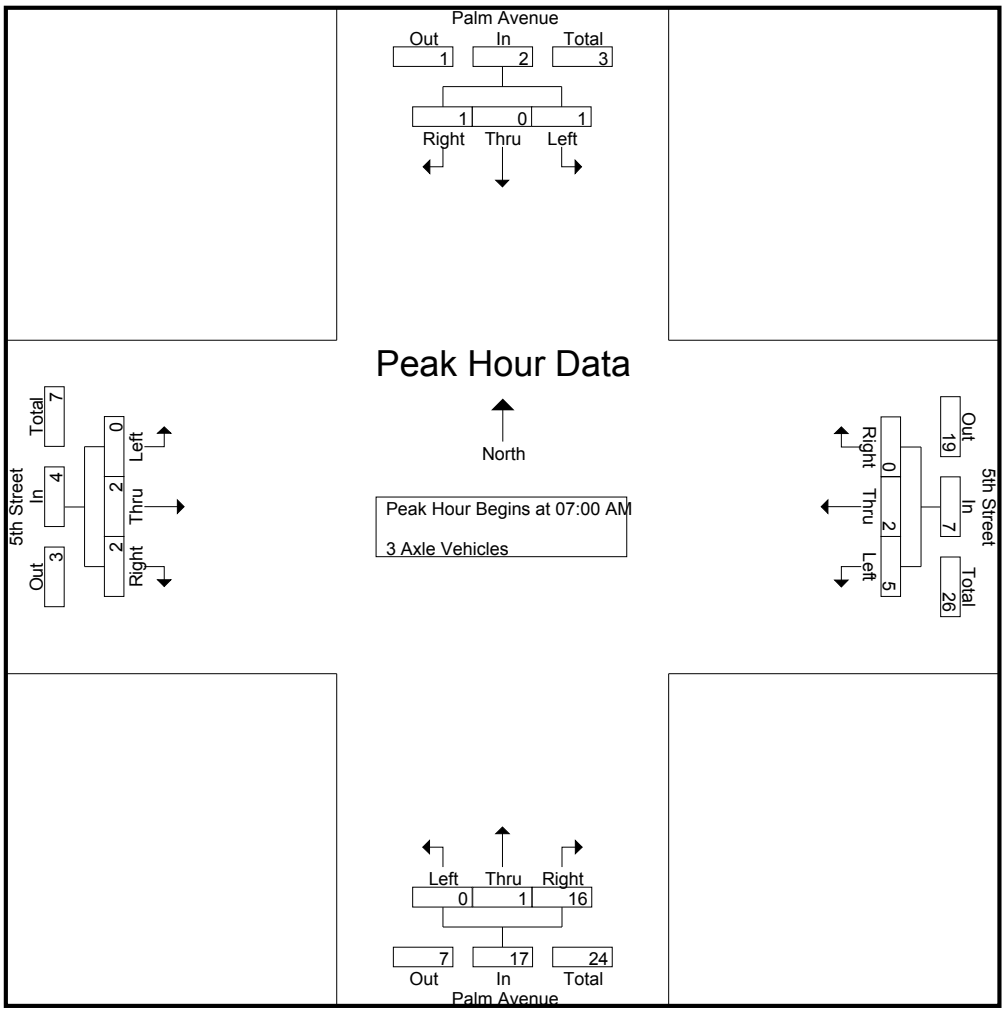

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**1**	0	**1**	**2**	1	**1**	0	**2**	0	0	5	5	0	0	**1**	1
+15 mins.	0	0	0	0	1	1	0	2	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	**1**	2	3	0	**2**	0	**2**
+45 mins.	0	0	0	0	**2**	0	0	2	0	0	**8**	**8**	0	0	1	1
Total Volume	1	0	1	2	5	2	0	7	0	1	16	17	0	2	2	4
% App. Total	50	0	50		71.4	28.6	0		0	5.9	94.1		0	50	50	
PHF	.250	.000	.250	.250	.625	.500	.000	.875	.000	.250	.500	.531	.000	.250	.500	.500

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Groups Printed- 4+ Axle Trucks

	Palm Avenue Southbound				5th Street Westbound				Palm Avenue Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	1	0	0	7	7	0	1	0	1	9
07:15 AM	1	0	0	1	5	0	0	5	0	0	5	5	0	1	0	1	12
07:30 AM	0	1	0	1	3	0	0	3	0	0	5	5	0	1	0	1	10
07:45 AM	0	0	0	0	3	1	0	4	0	0	6	6	0	1	0	1	11
Total	1	1	0	2	11	1	1	13	0	0	23	23	0	4	0	4	42
08:00 AM	0	0	0	0	1	1	0	2	0	0	4	4	0	1	0	1	7
08:15 AM	0	0	0	0	4	0	1	5	0	0	4	4	0	0	0	0	9
08:30 AM	0	0	0	0	5	0	0	5	0	0	5	5	0	1	0	1	11
08:45 AM	1	0	1	2	5	0	1	6	0	0	8	8	0	0	0	0	16
Total	1	0	1	2	15	1	2	18	0	0	21	21	0	2	0	2	43
Grand Total	2	1	1	4	26	2	3	31	0	0	44	44	0	6	0	6	85
Apprch %	50	25	25		83.9	6.5	9.7		0	0	100		0	100	0		
Total %	2.4	1.2	1.2	4.7	30.6	2.4	3.5	36.5	0	0	51.8	51.8	0	7.1	0	7.1	

	Palm Avenue Southbound				5th Street Westbound				Palm Avenue Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	**1**	1	0	0	**7**	**7**	0	**1**	0	**1**	9
07:15 AM	**1**	0	0	**1**	**5**	0	0	**5**	0	0	5	5	0	1	0	1	**12**
07:30 AM	0	**1**	0	1	3	0	0	3	0	0	5	5	0	1	0	1	10
07:45 AM	0	0	0	0	3	**1**	0	4	0	0	6	6	0	1	0	1	11
Total Volume	1	1	0	2	11	1	1	13	0	0	23	23	0	4	0	4	42
% App. Total	50	50	0		84.6	7.7	7.7		0	0	100		0	100	0		
PHF	.250	.250	.000	.500	.550	.250	.250	.650	.000	.000	.821	.821	.000	1.00	.000	1.00	.875

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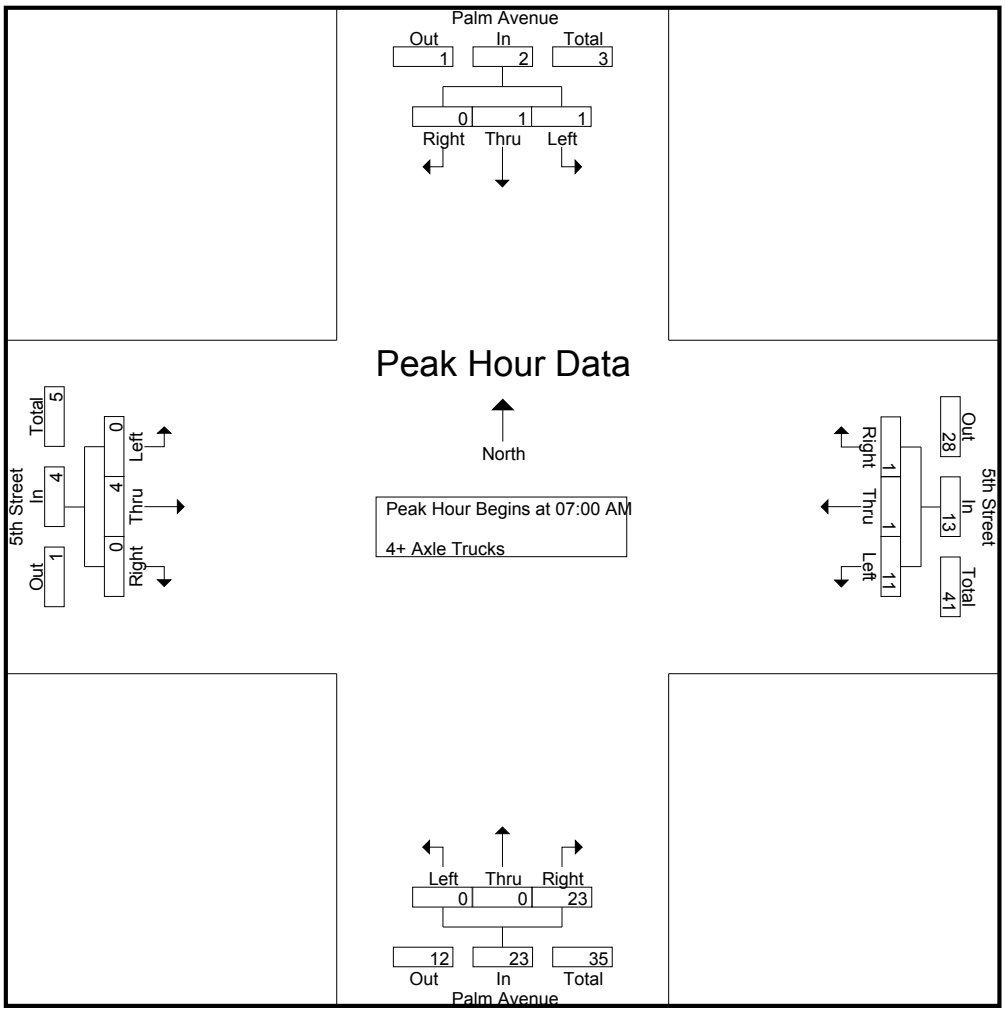

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	**1**	1	0	0	**7**	**7**	0	**1**	0	**1**
+15 mins.	**1**	0	0	**1**	**5**	0	0	**5**	0	0	5	5	0	1	0	1
+30 mins.	0	**1**	0	1	3	0	0	3	0	0	5	5	0	1	0	1
+45 mins.	0	0	0	0	3	**1**	0	4	0	0	6	6	0	1	0	1
Total Volume	1	1	0	2	11	1	1	13	0	0	23	23	0	4	0	4
% App. Total	50	50	0		84.6	7.7	7.7		0	0	100		0	100	0	
PHF	.250	.250	.000	.500	.550	.250	.250	.650	.000	.000	.821	.821	.000	1.000	.000	1.000

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Palm Avenue Southbound				5th Street Westbound				Palm Avenue Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	41	45	7	93	45	68	36	149	16	126	93	235	9	112	12	133	610
04:15 PM	40	53	5	98	32	52	25	109	21	116	99	236	11	133	14	158	601
04:30 PM	38	69	3	110	45	81	39	165	22	126	113	261	13	143	15	171	707
04:45 PM	56	74	6	136	40	47	35	122	22	147	110	279	17	145	10	172	709
Total	175	241	21	437	162	248	135	545	81	515	415	1011	50	533	51	634	2627
05:00 PM	42	73	9	124	33	58	40	131	19	120	117	256	10	156	15	181	692
05:15 PM	46	68	7	121	44	59	24	127	23	140	131	294	19	224	10	253	795
05:30 PM	56	66	1	123	34	71	33	138	28	143	103	274	10	148	15	173	708
05:45 PM	43	69	7	119	47	51	37	135	25	154	98	277	10	119	19	148	679
Total	187	276	24	487	158	239	134	531	95	557	449	1101	49	647	59	755	2874
Grand Total	362	517	45	924	320	487	269	1076	176	1072	864	2112	99	1180	110	1389	5501
Apprch %	39.2	56	4.9		29.7	45.3	25		8.3	50.8	40.9		7.1	85	7.9		
Total %	6.6	9.4	0.8	16.8	5.8	8.9	4.9	19.6	3.2	19.5	15.7	38.4	1.8	21.5	2	25.2	
Passenger Vehicles	360	507	40	907	282	474	263	1019	170	1068	819	2057	95	1173	108	1376	5359
% Passenger Vehicles	99.4	98.1	88.9	98.2	88.1	97.3	97.8	94.7	96.6	99.6	94.8	97.4	96	99.4	98.2	99.1	97.4
Large 2 Axle Vehicles	2	6	5	13	2	6	4	12	3	3	6	12	4	3	1	8	45
% Large 2 Axle Vehicles	0.6	1.2	11.1	1.4	0.6	1.2	1.5	1.1	1.7	0.3	0.7	0.6	4	0.3	0.9	0.6	0.8
3 Axle Vehicles	0	1	0	1	7	3	0	10	0	1	9	10	0	1	1	2	23
% 3 Axle Vehicles	0	0.2	0	0.1	2.2	0.6	0	0.9	0	0.1	1	0.5	0	0.1	0.9	0.1	0.4
4+ Axle Trucks	0	3	0	3	29	4	2	35	3	0	30	33	0	3	0	3	74
% 4+ Axle Trucks	0	0.6	0	0.3	9.1	0.8	0.7	3.3	1.7	0	3.5	1.6	0	0.3	0	0.2	1.3

	Palm Avenue Southbound				5th Street Westbound				Palm Avenue Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**56**	**74**	6	**136**	40	47	35	122	22	**147**	110	279	17	145	10	172	709
05:00 PM	42	73	**9**	124	33	58	**40**	131	19	120	117	256	10	156	**15**	181	692
05:15 PM	46	68	7	121	**44**	59	24	127	23	140	**131**	**294**	**19**	**224**	10	**253**	**795**
05:30 PM	56	66	1	123	34	**71**	33	**138**	**28**	143	103	274	10	148	15	173	708
Total Volume	200	281	23	504	151	235	132	518	92	550	461	1103	56	673	50	779	2904
% App. Total	39.7	55.8	4.6		29.2	45.4	25.5		8.3	49.9	41.8		7.2	86.4	6.4		
PHF	.893	.949	.639	.926	.858	.827	.825	.938	.821	.935	.880	.938	.737	.751	.833	.770	.913

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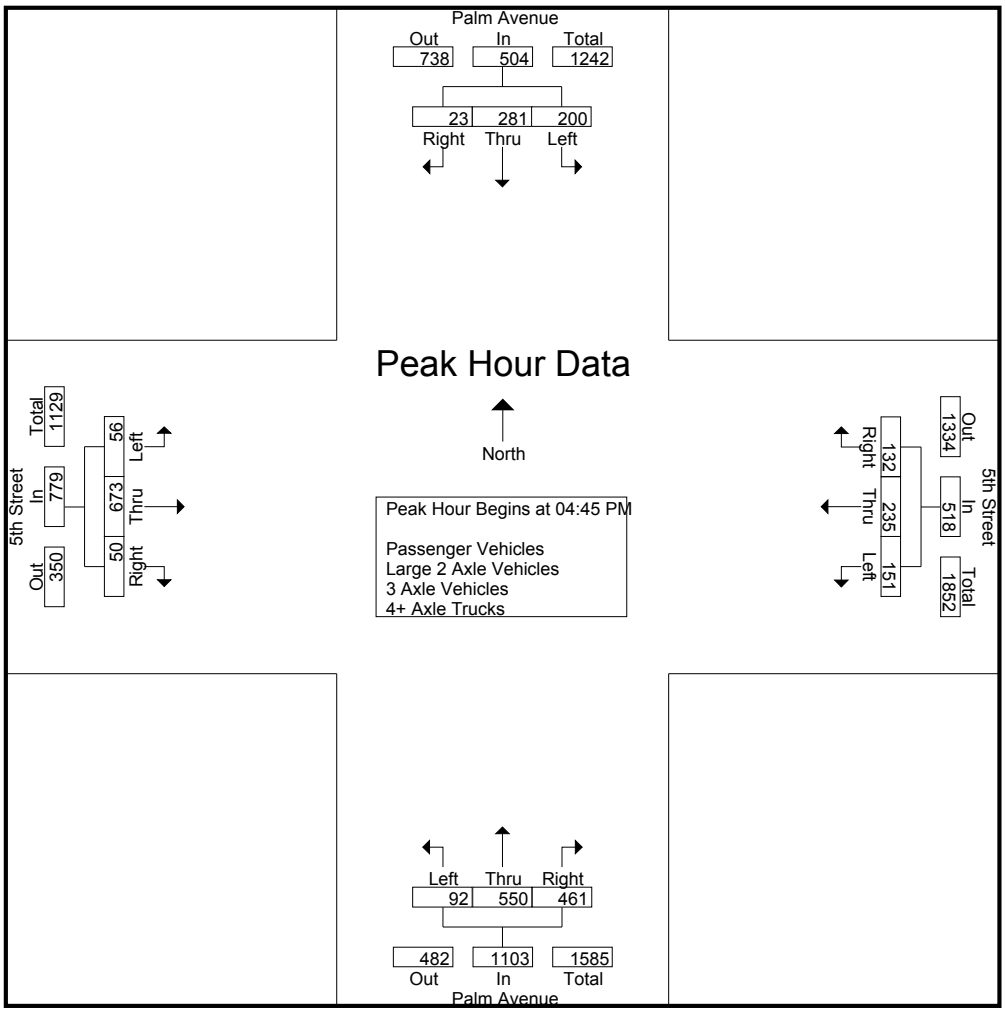

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:45 PM				04:45 PM			
+0 mins.	**56**	**74**	6	**136**	**45**	68	36	149	22	**147**	110	279	17	145	10	172
+15 mins.	42	73	**9**	124	32	52	25	109	19	120	117	256	10	156	**15**	181
+30 mins.	46	68	7	121	45	**81**	**39**	**165**	23	140	**131**	**294**	**19**	**224**	10	**253**
+45 mins.	56	66	1	123	40	47	35	122	**28**	143	103	274	10	148	15	173
Total Volume	200	281	23	504	162	248	135	545	92	550	461	1103	56	673	50	779
% App. Total	39.7	55.8	4.6		29.7	45.5	24.8		8.3	49.9	41.8		7.2	86.4	6.4	
PHF	.893	.949	.639	.926	.900	.765	.865	.826	.821	.935	.880	.938	.737	.751	.833	.770

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Groups Printed- Passenger Vehicles

	Palm Avenue Southbound				5th Street Westbound				Palm Avenue Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	41	44	7	92	36	65	36	137	15	125	86	226	9	110	12	131	586
04:15 PM	40	53	4	97	23	50	24	97	21	116	89	226	11	133	12	156	576
04:30 PM	38	69	3	110	40	77	37	154	22	125	106	253	12	143	15	170	687
04:45 PM	55	70	5	130	36	45	35	116	21	146	103	270	16	144	10	170	686
Total	174	236	19	429	135	237	132	504	79	512	384	975	48	530	49	627	2535
05:00 PM	42	73	8	123	29	57	38	124	16	120	111	247	10	155	15	180	674
05:15 PM	46	67	6	119	43	59	24	126	22	139	128	289	18	222	10	250	784
05:30 PM	55	63	1	119	31	70	33	134	28	143	101	272	10	147	15	172	697
05:45 PM	43	68	6	117	44	51	36	131	25	154	95	274	9	119	19	147	669
Total	186	271	21	478	147	237	131	515	91	556	435	1082	47	643	59	749	2824
Grand Total	360	507	40	907	282	474	263	1019	170	1068	819	2057	95	1173	108	1376	5359
Apprch %	39.7	55.9	4.4		27.7	46.5	25.8		8.3	51.9	39.8		6.9	85.2	7.8		
Total %	6.7	9.5	0.7	16.9	5.3	8.8	4.9	19	3.2	19.9	15.3	38.4	1.8	21.9	2	25.7	

	Palm Avenue Southbound				5th Street Westbound				Palm Avenue Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**55**	70	5	**130**	36	45	35	116	21	**146**	103	270	16	144	10	170	686
05:00 PM	42	**73**	**8**	123	29	57	**38**	124	16	120	111	247	10	155	**15**	180	674
05:15 PM	46	67	6	119	**43**	59	24	126	22	139	**128**	**289**	**18**	**222**	10	**250**	**784**
05:30 PM	55	63	1	119	31	**70**	33	**134**	**28**	143	101	272	10	147	15	172	697
Total Volume	198	273	20	491	139	231	130	500	87	548	443	1078	54	668	50	772	2841
% App. Total	40.3	55.6	4.1		27.8	46.2	26		8.1	50.8	41.1		7	86.5	6.5		
PHF	.900	.935	.625	.944	.808	.825	.855	.933	.777	.938	.865	.933	.750	.752	.833	.772	.906

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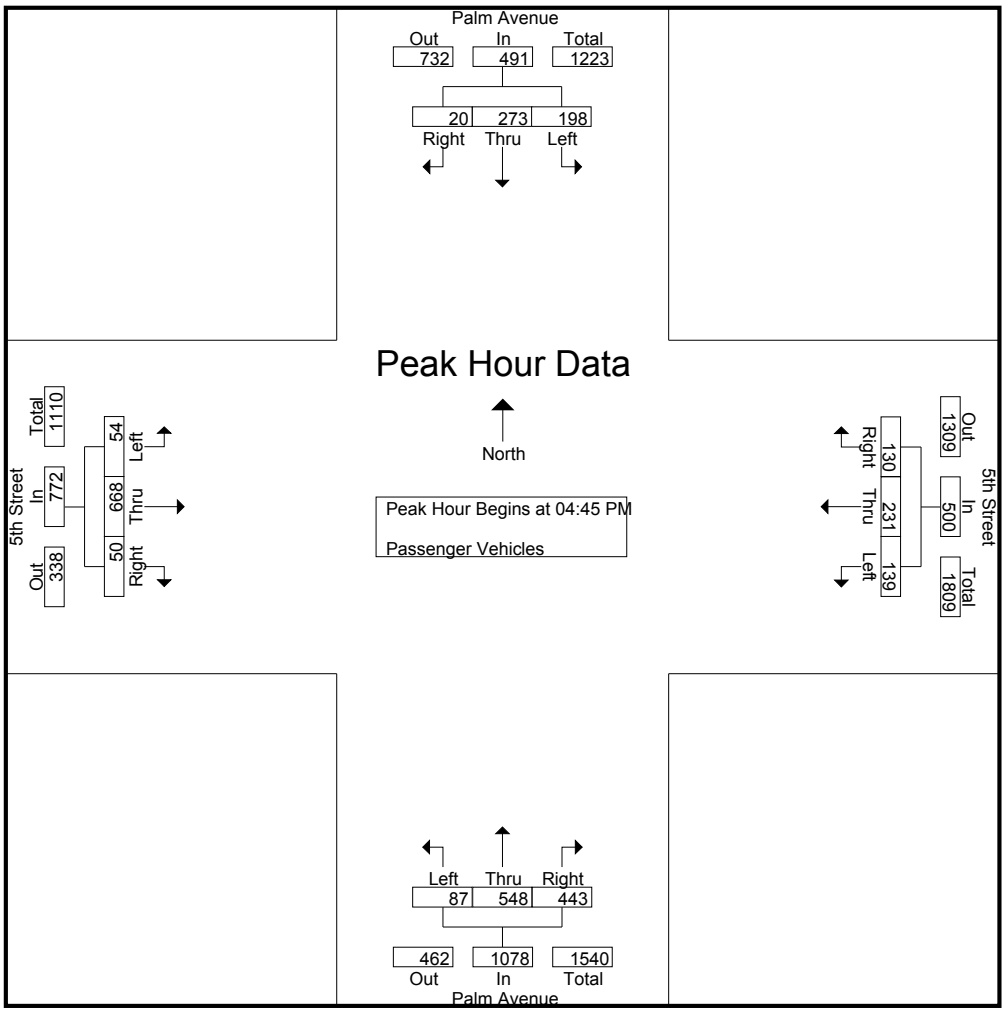
City of Highland
N/S: Palm Avenue
E/W: 5th Street
Weather: Clear

File Name : 03_HLD_Palm_5th PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	**55**	70	5	**130**	36	45	35	116	21	**146**	103	270	16	144	10	170
+15 mins.	42	**73**	**8**	123	29	57	**38**	124	16	120	111	247	10	155	**15**	180
+30 mins.	46	67	6	119	**43**	59	24	126	22	139	**128**	**289**	**18**	**222**	10	**250**
+45 mins.	55	63	1	119	31	**70**	33	**134**	**28**	143	101	272	10	147	15	172
Total Volume	198	273	20	491	139	231	130	500	87	548	443	1078	54	668	50	772
% App. Total	40.3	55.6	4.1		27.8	46.2	26		8.1	50.8	41.1		7	86.5	6.5	
PHF	.900	.935	.625	.944	.808	.825	.855	.933	.777	.938	.865	.933	.750	.752	.833	.772

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City of Highland
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E/W: 5th Street
Weather: Clear

File Name : 03_HLD_Palm_5th PM
Site Code : 06718128
Start Date : 2/21/2018
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Groups Printed- Large 2 Axle Vehicles

	Palm Avenue Southbound				5th Street Westbound				Palm Avenue Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	1	2	0	3	1	0	1	2	0	1	0	1	7
04:15 PM	0	0	1	1	0	1	1	2	0	0	0	0	0	0	1	1	4
04:30 PM	0	0	0	0	0	2	1	3	0	1	1	2	1	0	0	1	6
04:45 PM	1	2	1	4	0	0	0	0	1	1	0	2	1	0	0	1	7
Total	1	3	2	6	1	5	2	8	2	2	2	6	2	1	1	4	24
05:00 PM	0	0	1	1	0	0	2	2	1	0	2	3	0	1	0	1	7
05:15 PM	0	0	1	1	0	0	0	0	0	1	1	2	1	0	0	1	4
05:30 PM	1	2	0	3	0	1	0	1	0	0	1	1	0	1	0	1	6
05:45 PM	0	1	1	2	1	0	0	1	0	0	0	0	1	0	0	1	4
Total	1	3	3	7	1	1	2	4	1	1	4	6	2	2	0	4	21
Grand Total	2	6	5	13	2	6	4	12	3	3	6	12	4	3	1	8	45
Apprch %	15.4	46.2	38.5		16.7	50	33.3		25	25	50		50	37.5	12.5		
Total %	4.4	13.3	11.1	28.9	4.4	13.3	8.9	26.7	6.7	6.7	13.3	26.7	8.9	6.7	2.2	17.8	

	Palm Avenue Southbound				5th Street Westbound				Palm Avenue Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**1**	**2**	**1**	**4**	0	0	0	0	**1**	**1**	0	2	**1**	0	0	**1**	**7**
05:00 PM	0	0	1	1	0	0	**2**	**2**	1	0	**2**	**3**	0	**1**	0	1	7
05:15 PM	0	0	1	1	0	0	0	0	0	1	1	2	1	0	0	1	4
05:30 PM	1	2	0	3	0	**1**	0	1	0	0	1	1	0	1	0	1	6
Total Volume	2	4	3	9	0	1	2	3	2	2	4	8	2	2	0	4	24
% App. Total	22.2	44.4	33.3		0	33.3	66.7		25	25	50		50	50	0		
PHF	.500	.500	.750	.563	.000	.250	.250	.375	.500	.500	.500	.667	.500	.500	.000	1.00	.857

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City of Highland
N/S: Palm Avenue
E/W: 5th Street
Weather: Clear

File Name : 03_HLD_Palm_5th PM
Site Code : 06718128
Start Date : 2/21/2018
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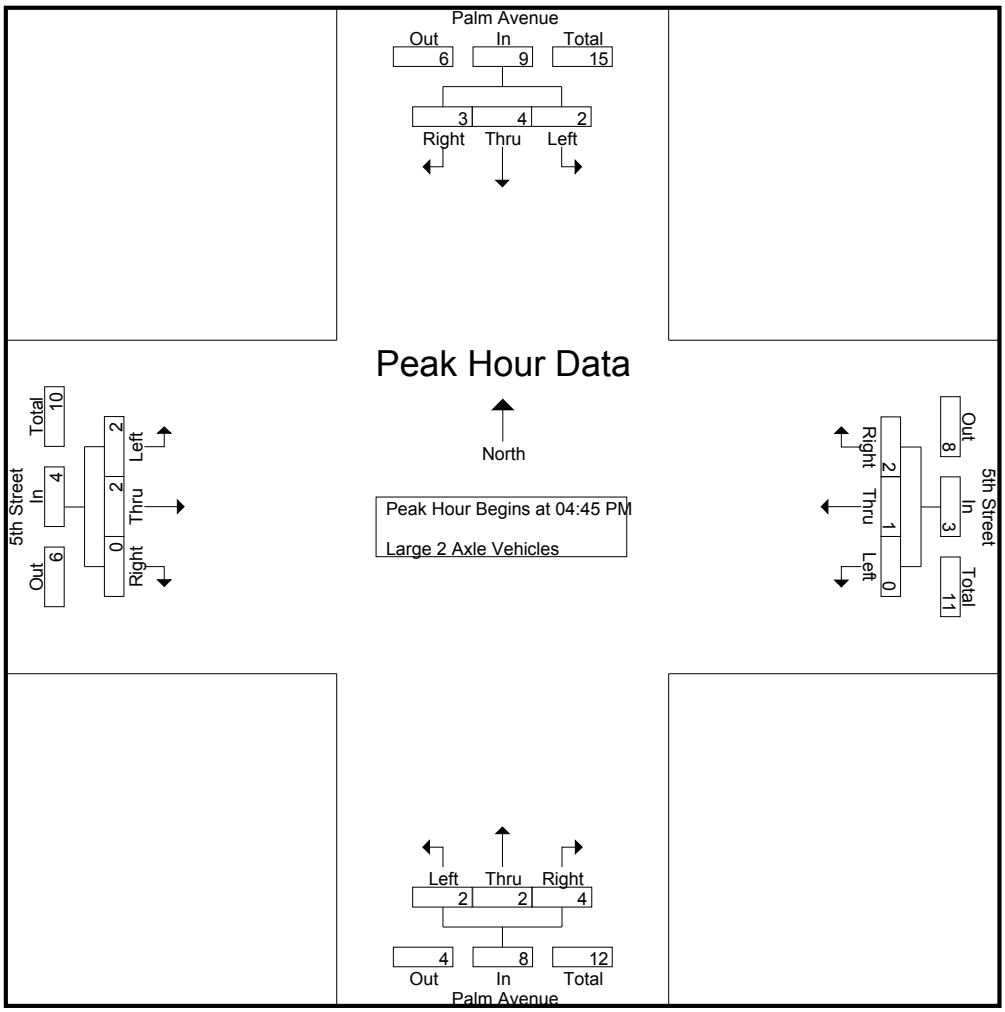

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	**1**	**2**	**1**	**4**	0	0	0	0	**1**	**1**	0	2	**1**	0	0	**1**
+15 mins.	0	0	1	1	0	0	**2**	**2**	1	0	**2**	**3**	0	**1**	0	1
+30 mins.	0	0	1	1	0	0	0	0	0	1	1	2	1	0	0	1
+45 mins.	1	2	0	3	0	**1**	0	1	0	0	1	1	0	1	0	1
Total Volume	2	4	3	9	0	1	2	3	2	2	4	8	2	2	0	4
% App. Total	22.2	44.4	33.3		0	33.3	66.7		25	25	50		50	50	0	
PHF	.500	.500	.750	.563	.000	.250	.250	.375	.500	.500	.500	.667	.500	.500	.000	1.000

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Weather: Clear

File Name : 03_HLD_Palm_5th PM
Site Code : 06718128
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Groups Printed- 3 Axle Vehicles

	Palm Avenue Southbound				5th Street Westbound				Palm Avenue Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	1	0	2	0	1	3	4	0	1	0	1	7
04:15 PM	0	0	0	0	2	0	0	2	0	0	1	1	0	0	1	1	4
04:30 PM	0	0	0	0	2	1	0	3	0	0	1	1	0	0	0	0	4
04:45 PM	0	0	0	0	1	1	0	2	0	0	2	2	0	0	0	0	4
Total	0	0	0	0	6	3	0	9	0	1	7	8	0	1	1	2	19
05:00 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
05:15 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	1	0	0	1	0	0	2	2	0	0	0	0	4
Grand Total	0	1	0	1	7	3	0	10	0	1	9	10	0	1	1	2	23
Apprch %	0	100	0		70	30	0		0	10	90		0	50	50		
Total %	0	4.3	0	4.3	30.4	13	0	43.5	0	4.3	39.1	43.5	0	4.3	4.3	8.7	

	Palm Avenue Southbound				5th Street Westbound				Palm Avenue Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	**1**	**1**	0	**2**	0	0	**2**	**2**	0	0	0	0	**4**
05:00 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
05:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	1	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	2	1	0	3	0	0	4	4	0	0	0	0	8
% App. Total	0	100	0		66.7	33.3	0		0	0	100		0	0	0		
PHF	.000	.250	.000	.250	.500	.250	.000	.375	.000	.000	.500	.500	.000	.000	.000	.000	.500

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City of Highland
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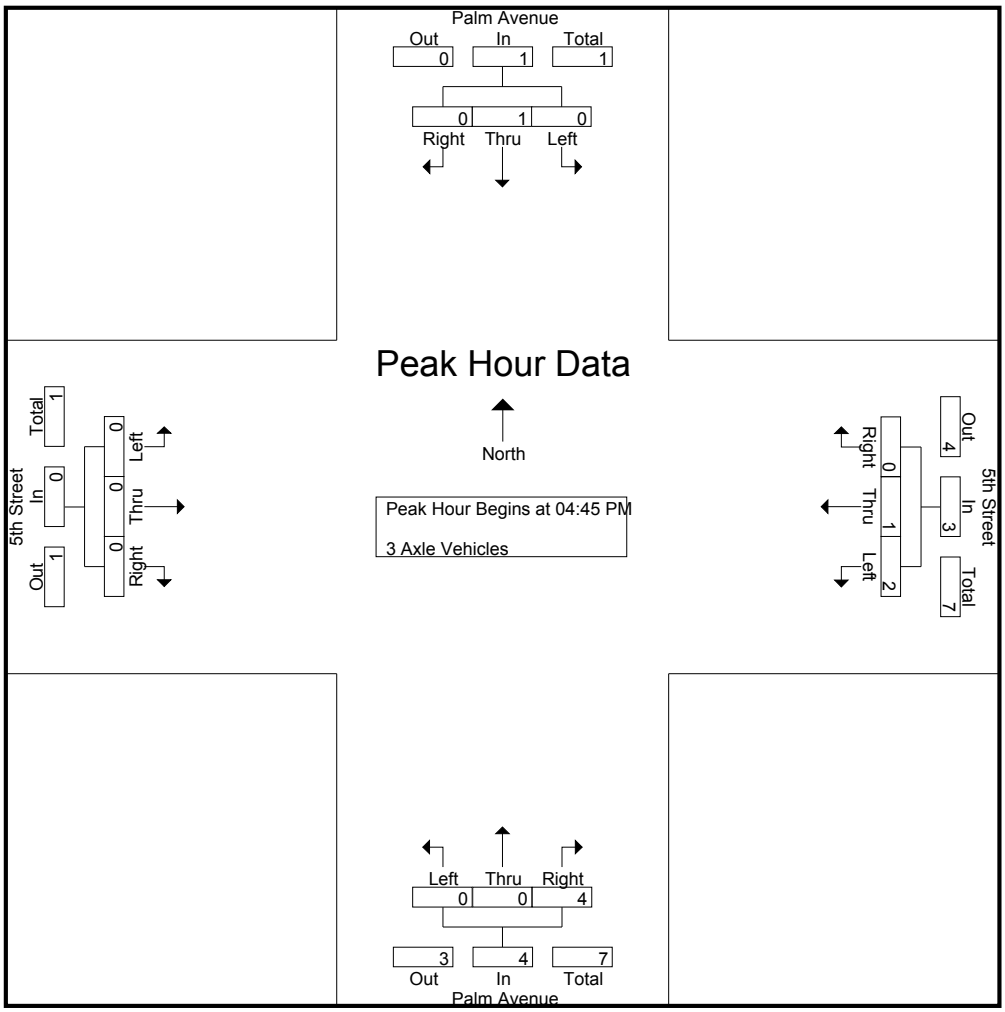
E/W: 5th Street
Weather: Clear

File Name : 03_HLD_Palm_5th PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	**1**	**1**	0	**2**	0	0	**2**	**2**	0	0	0	0
+15 mins.	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0
+30 mins.	0	**1**	0	**1**	0	0	0	0	0	0	1	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	2	1	0	3	0	0	4	4	0	0	0	0
% App. Total	0	100	0		66.7	33.3	0		0	0	100		0	0	0	
PHF	.000	.250	.000	.250	.500	.250	.000	.375	.000	.000	.500	.500	.000	.000	.000	.000

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City of Highland
N/S: Palm Avenue
E/W: 5th Street
Weather: Clear

File Name : 03_HLD_Palm_5th PM
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Start Date : 2/21/2018
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Groups Printed- 4+ Axle Trucks

	Palm Avenue Southbound				5th Street Westbound				Palm Avenue Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	7	0	0	7	0	0	3	3	0	0	0	0	10
04:15 PM	0	0	0	0	7	1	0	8	0	0	9	9	0	0	0	0	17
04:30 PM	0	0	0	0	3	1	1	5	0	0	5	5	0	0	0	0	10
04:45 PM	0	2	0	2	3	1	0	4	0	0	5	5	0	1	0	1	12
Total	0	2	0	2	20	3	1	24	0	0	22	22	0	1	0	1	49
05:00 PM	0	0	0	0	3	1	0	4	2	0	3	5	0	0	0	0	9
05:15 PM	0	0	0	0	1	0	0	1	1	0	1	2	0	2	0	2	5
05:30 PM	0	1	0	1	3	0	0	3	0	0	1	1	0	0	0	0	5
05:45 PM	0	0	0	0	2	0	1	3	0	0	3	3	0	0	0	0	6
Total	0	1	0	1	9	1	1	11	3	0	8	11	0	2	0	2	25
Grand Total	0	3	0	3	29	4	2	35	3	0	30	33	0	3	0	3	74
Apprch %	0	100	0		82.9	11.4	5.7		9.1	0	90.9		0	100	0		
Total %	0	4.1	0	4.1	39.2	5.4	2.7	47.3	4.1	0	40.5	44.6	0	4.1	0	4.1	

	Palm Avenue Southbound				5th Street Westbound				Palm Avenue Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**2**	0	**2**	**3**	**1**	0	**4**	0	0	**5**	**5**	0	1	0	1	**12**
05:00 PM	0	0	0	0	3	1	0	4	**2**	0	3	5	0	0	0	0	9
05:15 PM	0	0	0	0	1	0	0	1	1	0	1	2	0	**2**	0	**2**	5
05:30 PM	0	1	0	1	3	0	0	3	0	0	1	1	0	0	0	0	5
Total Volume	0	3	0	3	10	2	0	12	3	0	10	13	0	3	0	3	31
% App. Total	0	100	0		83.3	16.7	0		23.1	0	76.9		0	100	0		
PHF	.000	.375	.000	.375	.833	.500	.000	.750	.375	.000	.500	.650	.000	.375	.000	.375	.646

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City of Highland
N/S: Palm Avenue
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Weather: Clear

File Name : 03_HLD_Palm_5th PM
Site Code : 06718128
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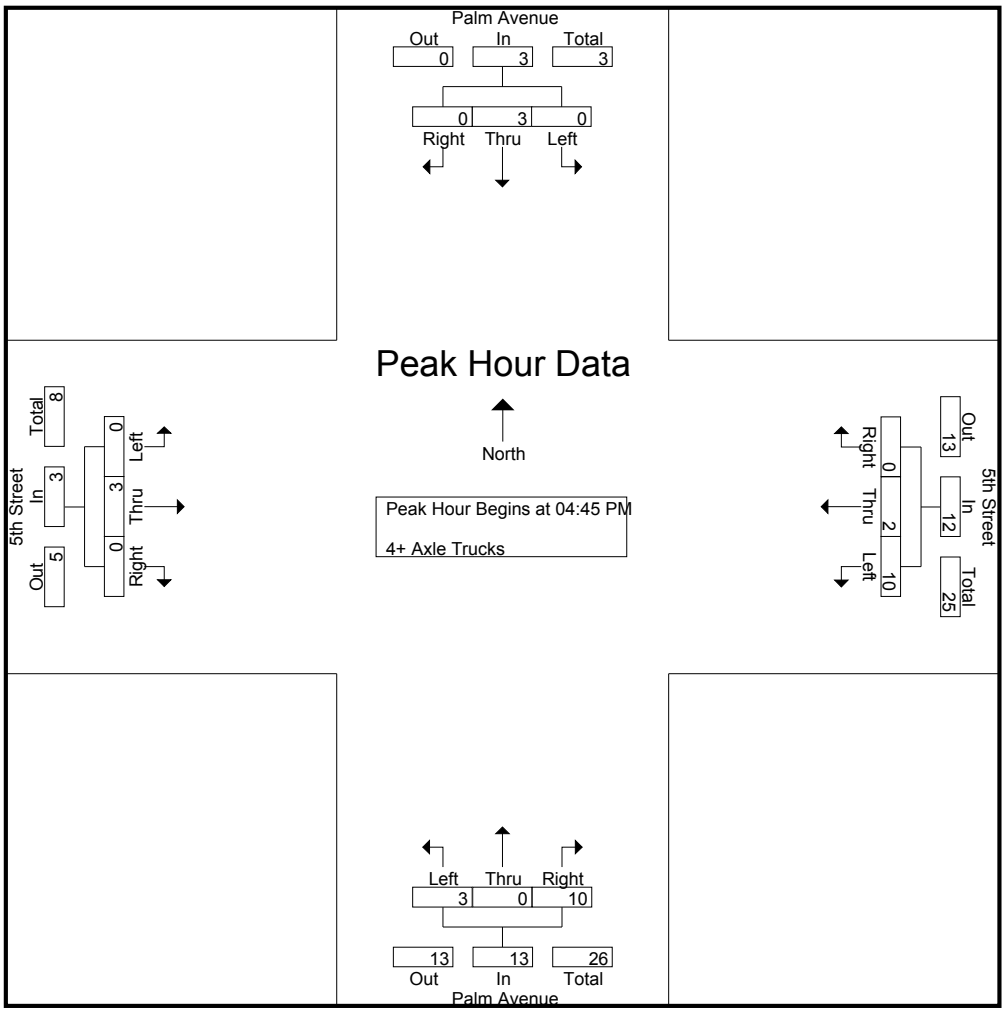

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	**2**	0	**2**	**3**	**1**	0	**4**	0	0	**5**	**5**	0	1	0	1
+15 mins.	0	0	0	0	3	1	0	4	**2**	0	3	5	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	1	0	1	2	0	**2**	0	**2**
+45 mins.	0	1	0	1	3	0	0	3	0	0	1	1	0	0	0	0
Total Volume	0	3	0	3	10	2	0	12	3	0	10	13	0	3	0	3
% App. Total	0	100	0		83.3	16.7	0		23.1	0	76.9		0	100	0	
PHF	.000	.375	.000	.375	.833	.500	.000	.750	.375	.000	.500	.650	.000	.375	.000	.375

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County of San Bernardino
N/S: Alabama Street
E/W: River Bluff Avenue
Weather: Clear

File Name : 04_CSB_Alabama_Riv Bluff AM
Site Code : 06718128
Start Date : 2/21/2018
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alabama Street Southbound			River Bluff Avenue Westbound			Alabama Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	3	183	186	4	3	7	96	6	102	295
07:15 AM	5	240	245	5	4	9	106	5	111	365
07:30 AM	2	150	152	3	4	7	93	1	94	253
07:45 AM	11	194	205	2	3	5	77	5	82	292
Total	21	767	788	14	14	28	372	17	389	1205
08:00 AM	4	90	94	3	8	11	61	5	66	171
08:15 AM	3	83	86	3	10	13	74	4	78	177
08:30 AM	6	113	119	3	7	10	53	5	58	187
08:45 AM	6	130	136	2	1	3	40	4	44	183
Total	19	416	435	11	26	37	228	18	246	718
Grand Total	40	1183	1223	25	40	65	600	35	635	1923
Apprch %	3.3	96.7		38.5	61.5		94.5	5.5		
Total %	2.1	61.5	63.6	1.3	2.1	3.4	31.2	1.8	33	
Passenger Vehicles	17	1106	1123	8	14	22	553	19	572	1717
% Passenger Vehicles	42.5	93.5	91.8	32	35	33.8	92.2	54.3	90.1	89.3
Large 2 Axle Vehicles	2	16	18	2	0	2	10	3	13	33
% Large 2 Axle Vehicles	5	1.4	1.5	8	0	3.1	1.7	8.6	2	1.7
3 Axle Vehicles	13	23	36	3	20	23	13	4	17	76
% 3 Axle Vehicles	32.5	1.9	2.9	12	50	35.4	2.2	11.4	2.7	4
4+ Axle Trucks	8	38	46	12	6	18	24	9	33	97
% 4+ Axle Trucks	20	3.2	3.8	48	15	27.7	4	25.7	5.2	5

	Alabama Street Southbound			River Bluff Avenue Westbound			Alabama Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	3	183	186	4	3	7	96	**6**	102	295
07:15 AM	5	**240**	**245**	**5**	**4**	**9**	**106**	5	**111**	**365**
07:30 AM	2	150	152	3	4	7	93	1	94	253
07:45 AM	**11**	194	205	2	3	5	77	5	82	292
Total Volume	21	767	788	14	14	28	372	17	389	1205
% App. Total	2.7	97.3		50	50		95.6	4.4		
PHF	.477	.799	.804	.700	.875	.778	.877	.708	.876	.825

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County of San Bernardino
N/S: Alabama Street
E/W: River Bluff Avenue
Weather: Clear

File Name : 04_CSB_Alabama_Riv Bluff AM
Site Code : 06718128
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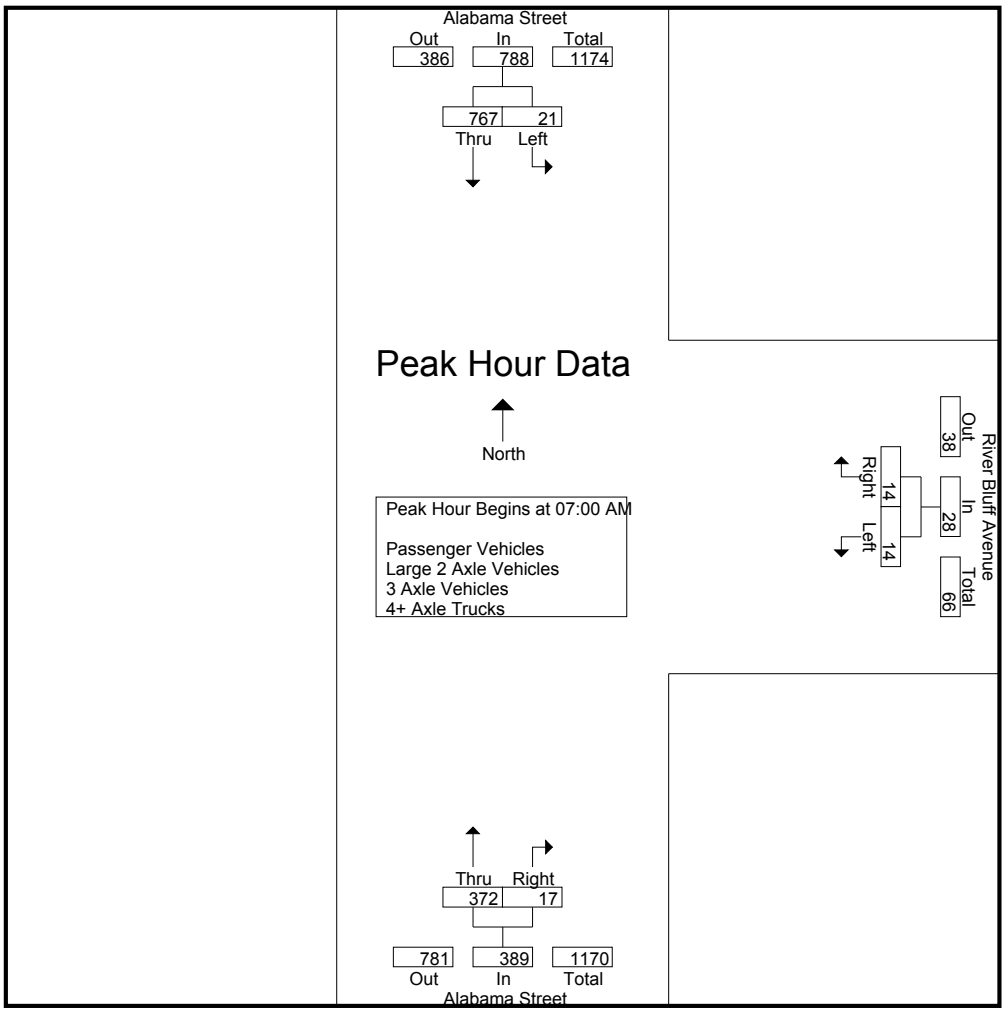

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:45 AM			07:00 AM		
+0 mins.	3	183	186	2	3	5	96	**6**	102
+15 mins.	5	**240**	**245**	**3**	8	11	**106**	5	**111**
+30 mins.	2	150	152	3	**10**	**13**	93	1	94
+45 mins.	**11**	194	205	3	7	10	77	5	82
Total Volume	21	767	788	11	28	39	372	17	389
% App. Total	2.7	97.3		28.2	71.8		95.6	4.4	
PHF	.477	.799	.804	.917	.700	.750	.877	.708	.876

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County of San Bernardino
N/S: Alabama Street
E/W: River Bluff Avenue
Weather: Clear

File Name : 04_CSB_Alabama_Riv Bluff AM
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Groups Printed- Passenger Vehicles

	Alabama Street Southbound			River Bluff Avenue Westbound			Alabama Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	178	179	1	0	1	87	3	90	270
07:15 AM	3	227	230	1	1	2	101	4	105	337
07:30 AM	1	140	141	2	0	2	89	1	90	233
07:45 AM	5	184	189	0	2	2	73	3	76	267
Total	10	729	739	4	3	7	350	11	361	1107
08:00 AM	0	78	78	1	2	3	55	3	58	139
08:15 AM	1	78	79	1	6	7	65	1	66	152
08:30 AM	3	106	109	1	3	4	47	4	51	164
08:45 AM	3	115	118	1	0	1	36	0	36	155
Total	7	377	384	4	11	15	203	8	211	610
Grand Total	17	1106	1123	8	14	22	553	19	572	1717
Apprch %	1.5	98.5		36.4	63.6		96.7	3.3		
Total %	1	64.4	65.4	0.5	0.8	1.3	32.2	1.1	33.3	

	Alabama Street Southbound			River Bluff Avenue Westbound			Alabama Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	1	178	179	1	0	1	87	3	90	270
07:15 AM	3	**227**	**230**	1	1	**2**	**101**	**4**	**105**	**337**
07:30 AM	1	140	141	**2**	0	2	89	1	90	233
07:45 AM	**5**	184	189	0	**2**	2	73	3	76	267
Total Volume	10	729	739	4	3	7	350	11	361	1107
% App. Total	1.4	98.6		57.1	42.9		97	3		
PHF	.500	.803	.803	.500	.375	.875	.866	.688	.860	.821

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County of San Bernardino
N/S: Alabama Street
E/W: River Bluff Avenue
Weather: Clear

File Name : 04_CSB_Alabama_Riv Bluff AM
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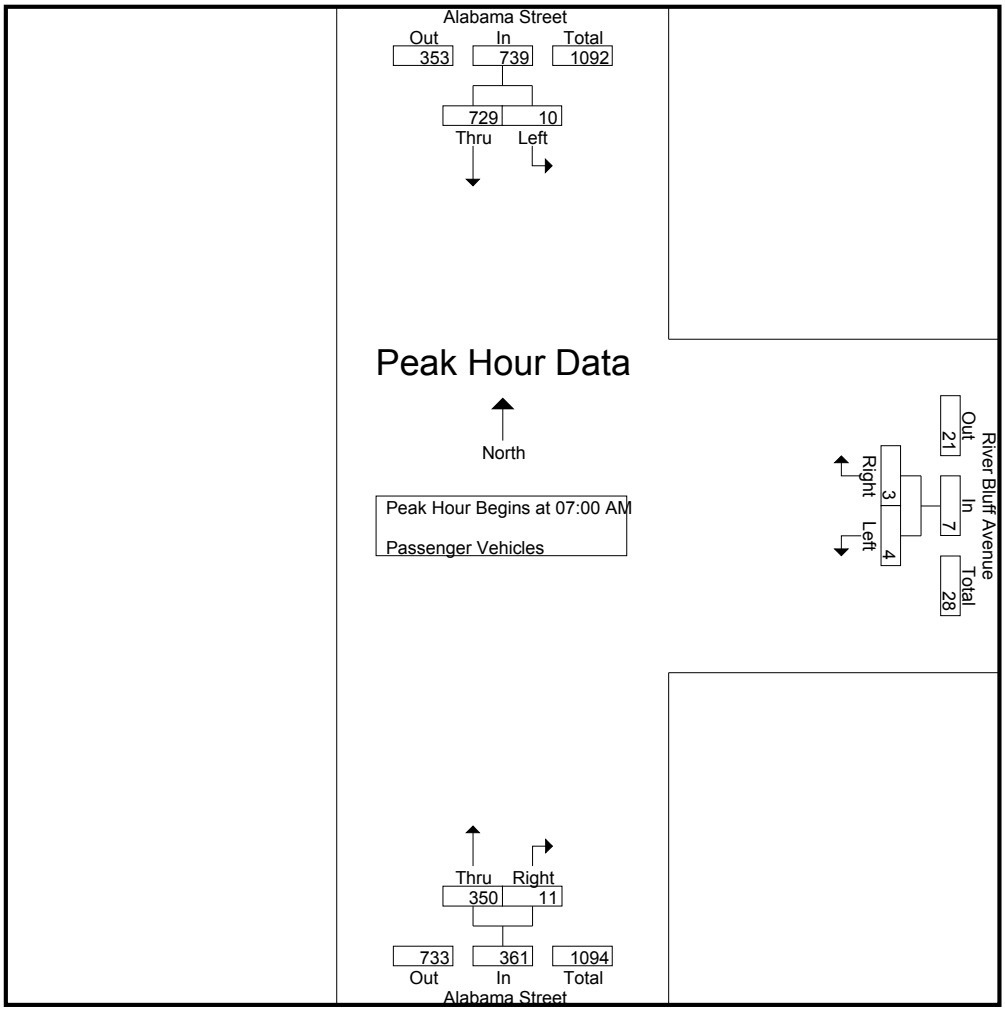

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	1	178	179	1	0	1	87	3	90
+15 mins.	3	**227**	**230**	1	1	**2**	**101**	**4**	**105**
+30 mins.	1	140	141	**2**	0	2	89	1	90
+45 mins.	**5**	184	189	0	**2**	2	73	3	76
Total Volume	10	729	739	4	3	7	350	11	361
% App. Total	1.4	98.6		57.1	42.9		97	3	
PHF	.500	.803	.803	.500	.375	.875	.866	.688	.860

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Groups Printed- Large 2 Axle Vehicles

	Alabama Street Southbound			River Bluff Avenue Westbound			Alabama Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	2	1	0	1	4	1	5	8
07:15 AM	0	2	2	0	0	0	1	0	1	3
07:30 AM	0	1	1	0	0	0	1	0	1	2
07:45 AM	1	3	4	0	0	0	0	0	0	4
Total	2	7	9	1	0	1	6	1	7	17
08:00 AM	0	5	5	1	0	1	2	0	2	8
08:15 AM	0	1	1	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	3	3	0	0	0	0	2	2	5
Total	0	9	9	1	0	1	4	2	6	16
Grand Total	2	16	18	2	0	2	10	3	13	33
Apprch %	11.1	88.9		100	0		76.9	23.1		
Total %	6.1	48.5	54.5	6.1	0	6.1	30.3	9.1	39.4	

	Alabama Street Southbound			River Bluff Avenue Westbound			Alabama Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**1**	1	2	**1**	0	**1**	**4**	**1**	**5**	**8**
07:15 AM	0	2	2	0	0	0	1	0	1	3
07:30 AM	0	1	1	0	0	0	1	0	1	2
07:45 AM	1	**3**	**4**	0	0	0	0	0	0	4
Total Volume	2	7	9	1	0	1	6	1	7	17
% App. Total	22.2	77.8		100	0		85.7	14.3		
PHF	.500	.583	.563	.250	.000	.250	.375	.250	.350	.531

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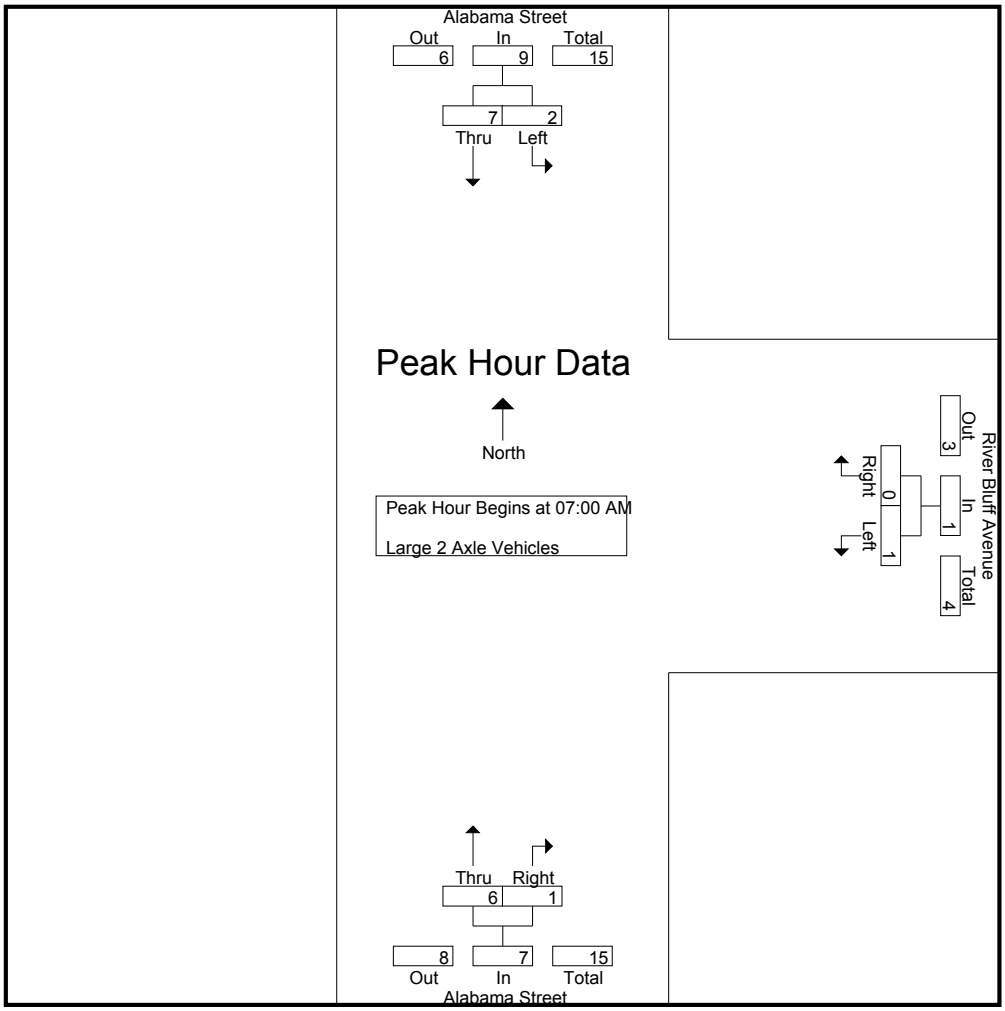

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**1**	1	2	**1**	0	**1**	**4**	**1**	**5**
+15 mins.	0	2	2	0	0	0	1	0	1
+30 mins.	0	1	1	0	0	0	1	0	1
+45 mins.	1	**3**	**4**	0	0	0	0	0	0
Total Volume	2	7	9	1	0	1	6	1	7
% App. Total	22.2	77.8		100	0		85.7	14.3	
PHF	.500	.583	.563	.250	.000	.250	.375	.250	.350

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Groups Printed- 3 Axle Vehicles

	Alabama Street Southbound			River Bluff Avenue Westbound			Alabama Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	2	2	2	1	3	6
07:15 AM	2	4	6	1	2	3	0	0	0	9
07:30 AM	0	3	3	1	3	4	1	0	1	8
07:45 AM	4	2	6	0	1	1	1	1	2	9
Total	6	10	16	2	8	10	4	2	6	32
08:00 AM	2	3	5	0	4	4	1	1	2	11
08:15 AM	2	2	4	0	4	4	3	1	4	12
08:30 AM	1	2	3	1	3	4	3	0	3	10
08:45 AM	2	6	8	0	1	1	2	0	2	11
Total	7	13	20	1	12	13	9	2	11	44
Grand Total	13	23	36	3	20	23	13	4	17	76
Apprch %	36.1	63.9		13	87		76.5	23.5		
Total %	17.1	30.3	47.4	3.9	26.3	30.3	17.1	5.3	22.4	

	Alabama Street Southbound			River Bluff Avenue Westbound			Alabama Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	1	1	0	2	2	**2**	**1**	**3**	6
07:15 AM	2	**4**	**6**	**1**	2	3	0	0	0	**9**
07:30 AM	0	3	3	1	**3**	**4**	1	0	1	8
07:45 AM	**4**	2	6	0	1	1	1	1	2	9
Total Volume	6	10	16	2	8	10	4	2	6	32
% App. Total	37.5	62.5		20	80		66.7	33.3		
PHF	.375	.625	.667	.500	.667	.625	.500	.500	.500	.889

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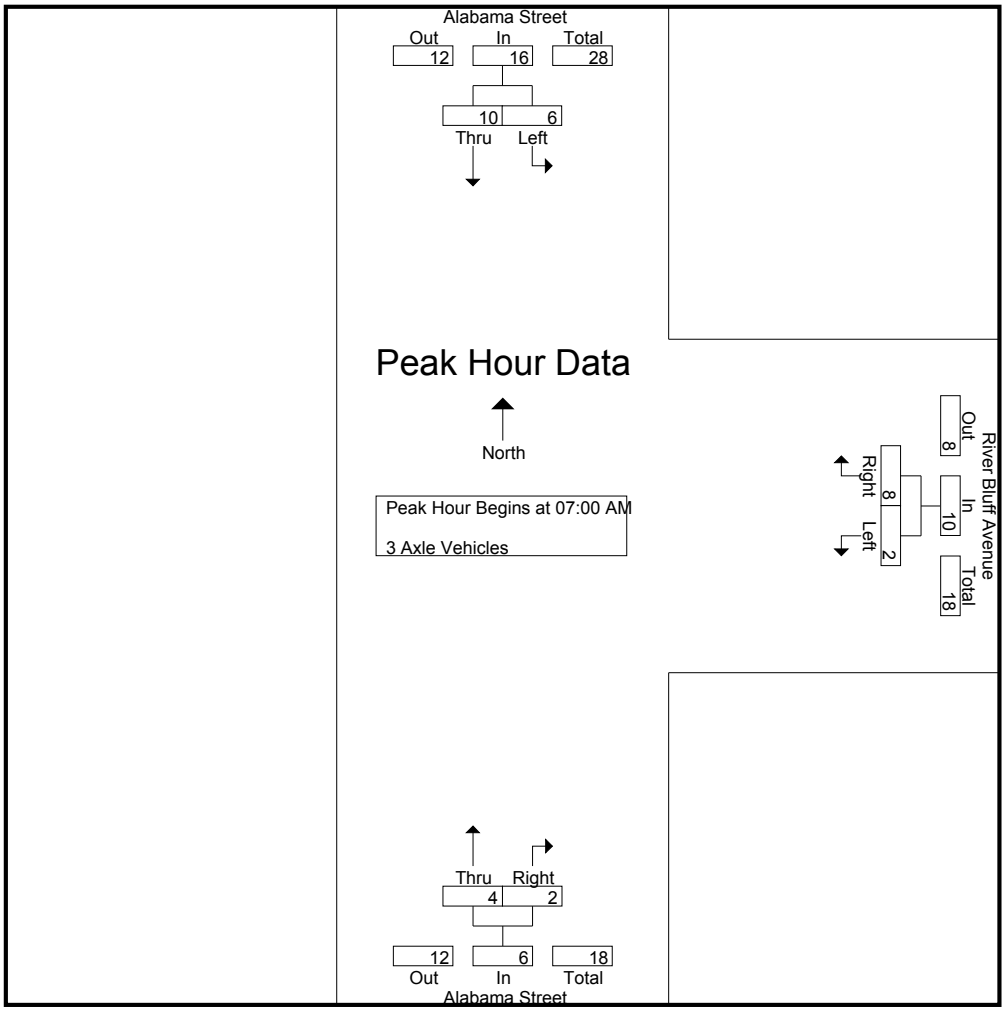

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	1	1	0	2	2	**2**	**1**	**3**
+15 mins.	2	**4**	**6**	**1**	2	3	0	0	0
+30 mins.	0	3	3	1	**3**	**4**	1	0	1
+45 mins.	**4**	2	6	0	1	1	1	1	2
Total Volume	6	10	16	2	8	10	4	2	6
% App. Total	37.5	62.5		20	80		66.7	33.3	
PHF	.375	.625	.667	.500	.667	.625	.500	.500	.500

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File Name : 04_CSB_Alabama_Riv Bluff AM
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Groups Printed- 4+ Axle Trucks

	Alabama Street Southbound			River Bluff Avenue Westbound			Alabama Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	3	4	2	1	3	3	1	4	11
07:15 AM	0	7	7	3	1	4	4	1	5	16
07:30 AM	1	6	7	0	1	1	2	0	2	10
07:45 AM	1	5	6	2	0	2	3	1	4	12
Total	3	21	24	7	3	10	12	3	15	49
08:00 AM	2	4	6	1	2	3	3	1	4	13
08:15 AM	0	2	2	2	0	2	5	2	7	11
08:30 AM	2	5	7	1	1	2	2	1	3	12
08:45 AM	1	6	7	1	0	1	2	2	4	12
Total	5	17	22	5	3	8	12	6	18	48
Grand Total	8	38	46	12	6	18	24	9	33	97
Apprch %	17.4	82.6		66.7	33.3		72.7	27.3		
Total %	8.2	39.2	47.4	12.4	6.2	18.6	24.7	9.3	34	

	Alabama Street Southbound			River Bluff Avenue Westbound			Alabama Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**1**	3	4	2	**1**	3	3	**1**	4	11
07:15 AM	0	**7**	**7**	**3**	1	**4**	**4**	1	**5**	**16**
07:30 AM	1	6	7	0	1	1	2	0	2	10
07:45 AM	1	5	6	2	0	2	3	1	4	12
Total Volume	3	21	24	7	3	10	12	3	15	49
% App. Total	12.5	87.5		70	30		80	20		
PHF	.750	.750	.857	.583	.750	.625	.750	.750	.750	.766

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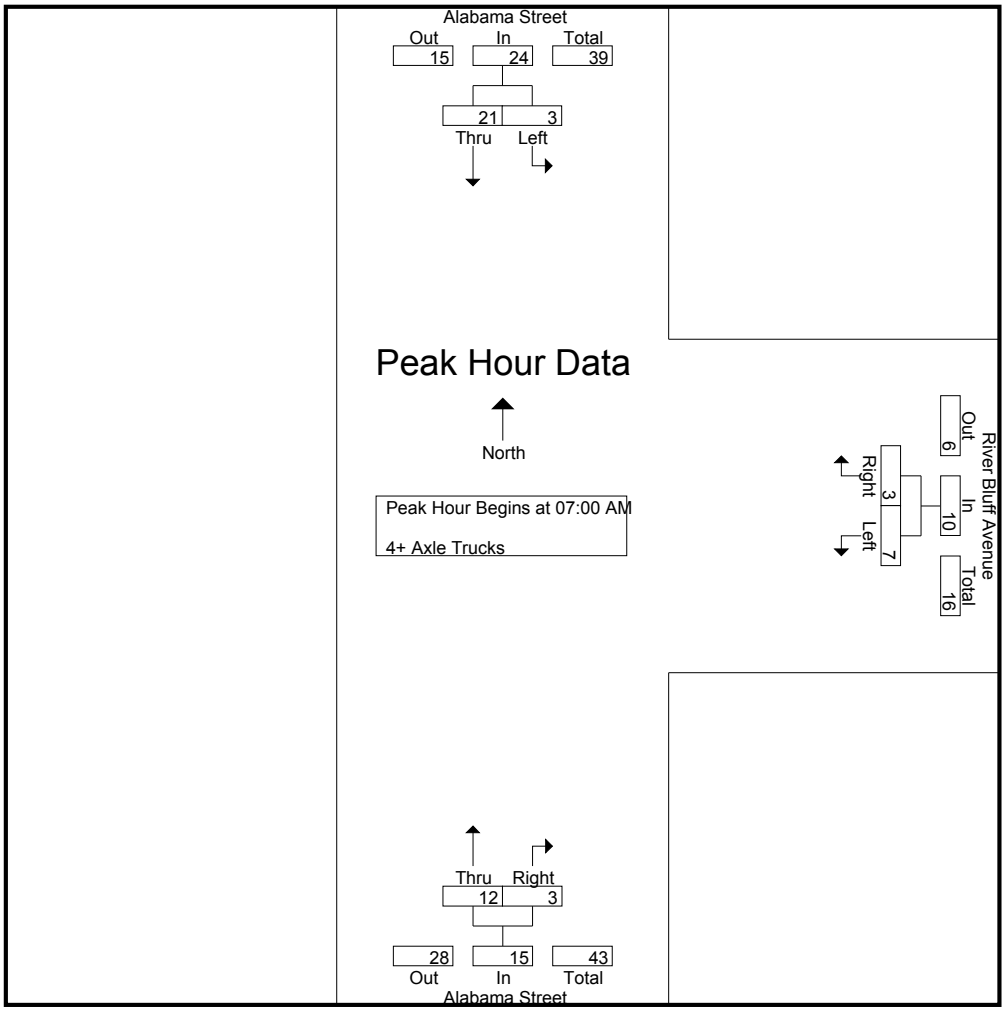

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**1**	3	4	2	**1**	3	3	**1**	4
+15 mins.	0	**7**	**7**	**3**	1	**4**	**4**	1	**5**
+30 mins.	1	6	7	0	1	1	2	0	2
+45 mins.	1	5	6	2	0	2	3	1	4
Total Volume	3	21	24	7	3	10	12	3	15
% App. Total	12.5	87.5		70	30		80	20	
PHF	.750	.750	.857	.583	.750	.625	.750	.750	.750

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File Name : 04_CSB_Alabama_Riv Bluff PM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alabama Street Southbound			River Bluff Avenue Westbound			Alabama Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	4	134	138	12	16	28	177	8	185	351
04:15 PM	9	141	150	11	3	14	165	6	171	335
04:30 PM	2	155	157	13	9	22	205	10	215	394
04:45 PM	7	186	193	4	6	10	216	4	220	423
Total	22	616	638	40	34	74	763	28	791	1503
05:00 PM	6	183	189	2	4	6	196	5	201	396
05:15 PM	4	198	202	10	2	12	222	6	228	442
05:30 PM	3	181	184	8	17	25	235	3	238	447
05:45 PM	3	179	182	5	6	11	202	6	208	401
Total	16	741	757	25	29	54	855	20	875	1686
Grand Total	38	1357	1395	65	63	128	1618	48	1666	3189
Apprch %	2.7	97.3		50.8	49.2		97.1	2.9		
Total %	1.2	42.6	43.7	2	2	4	50.7	1.5	52.2	
Passenger Vehicles	10	1316	1326	50	31	81	1566	11	1577	2984
% Passenger Vehicles	26.3	97	95.1	76.9	49.2	63.3	96.8	22.9	94.7	93.6
Large 2 Axle Vehicles	0	15	15	0	0	0	21	2	23	38
% Large 2 Axle Vehicles	0	1.1	1.1	0	0	0	1.3	4.2	1.4	1.2
3 Axle Vehicles	22	5	27	6	6	12	5	5	10	49
% 3 Axle Vehicles	57.9	0.4	1.9	9.2	9.5	9.4	0.3	10.4	0.6	1.5
4+ Axle Trucks	6	21	27	9	26	35	26	30	56	118
% 4+ Axle Trucks	15.8	1.5	1.9	13.8	41.3	27.3	1.6	62.5	3.4	3.7

	Alabama Street Southbound			River Bluff Avenue Westbound			Alabama Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	**7**	186	193	4	6	10	216	4	220	423
05:00 PM	6	183	189	2	4	6	196	5	201	396
05:15 PM	4	**198**	**202**	**10**	2	12	222	**6**	228	442
05:30 PM	3	181	184	8	**17**	**25**	**235**	3	**238**	**447**
Total Volume	20	748	768	24	29	53	869	18	887	1708
% App. Total	2.6	97.4		45.3	54.7		98	2		
PHF	.714	.944	.950	.600	.426	.530	.924	.750	.932	.955

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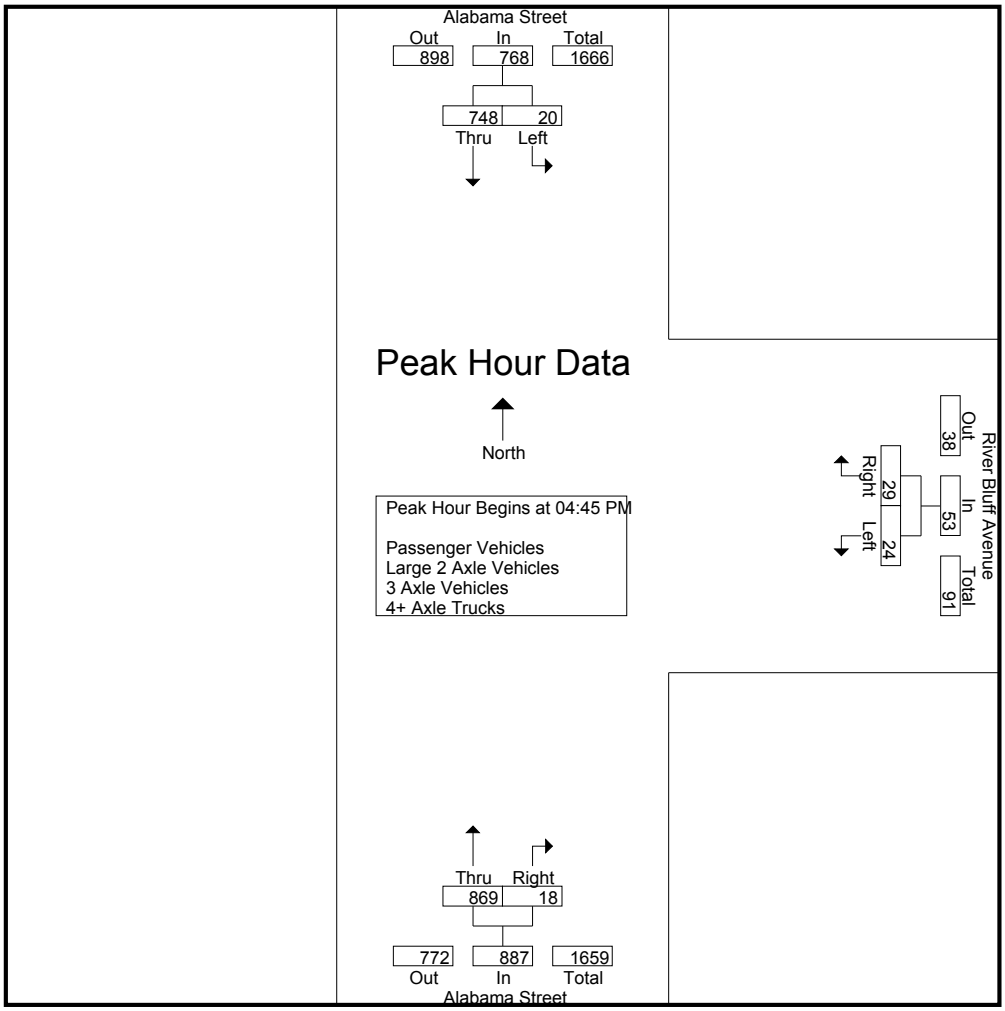

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			04:45 PM		
+0 mins.	**7**	186	193	12	**16**	**28**	216	4	220
+15 mins.	6	183	189	11	3	14	196	5	201
+30 mins.	4	**198**	**202**	**13**	9	22	222	**6**	228
+45 mins.	3	181	184	4	6	10	**235**	3	**238**
Total Volume	20	748	768	40	34	74	869	18	887
% App. Total	2.6	97.4		54.1	45.9		98	2	
PHF	.714	.944	.950	.769	.531	.661	.924	.750	.932

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Groups Printed- Passenger Vehicles

	Alabama Street Southbound			River Bluff Avenue Westbound			Alabama Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	2	132	134	10	9	19	169	4	173	326
04:15 PM	3	139	142	11	2	13	160	0	160	315
04:30 PM	1	153	154	8	2	10	196	2	198	362
04:45 PM	1	180	181	2	1	3	214	1	215	399
Total	7	604	611	31	14	45	739	7	746	1402
05:00 PM	0	178	178	2	2	4	185	0	185	367
05:15 PM	1	189	190	8	0	8	215	2	217	415
05:30 PM	1	175	176	5	11	16	229	2	231	423
05:45 PM	1	170	171	4	4	8	198	0	198	377
Total	3	712	715	19	17	36	827	4	831	1582
Grand Total	10	1316	1326	50	31	81	1566	11	1577	2984
Apprch %	0.8	99.2		61.7	38.3		99.3	0.7		
Total %	0.3	44.1	44.4	1.7	1	2.7	52.5	0.4	52.8	

	Alabama Street Southbound			River Bluff Avenue Westbound			Alabama Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	**1**	180	181	2	1	3	214	1	215	399
05:00 PM	0	178	178	2	2	4	185	0	185	367
05:15 PM	1	**189**	**190**	**8**	0	8	215	**2**	217	415
05:30 PM	1	175	176	5	**11**	**16**	**229**	2	**231**	**423**
Total Volume	3	722	725	17	14	31	843	5	848	1604
% App. Total	0.4	99.6		54.8	45.2		99.4	0.6		
PHF	.750	.955	.954	.531	.318	.484	.920	.625	.918	.948

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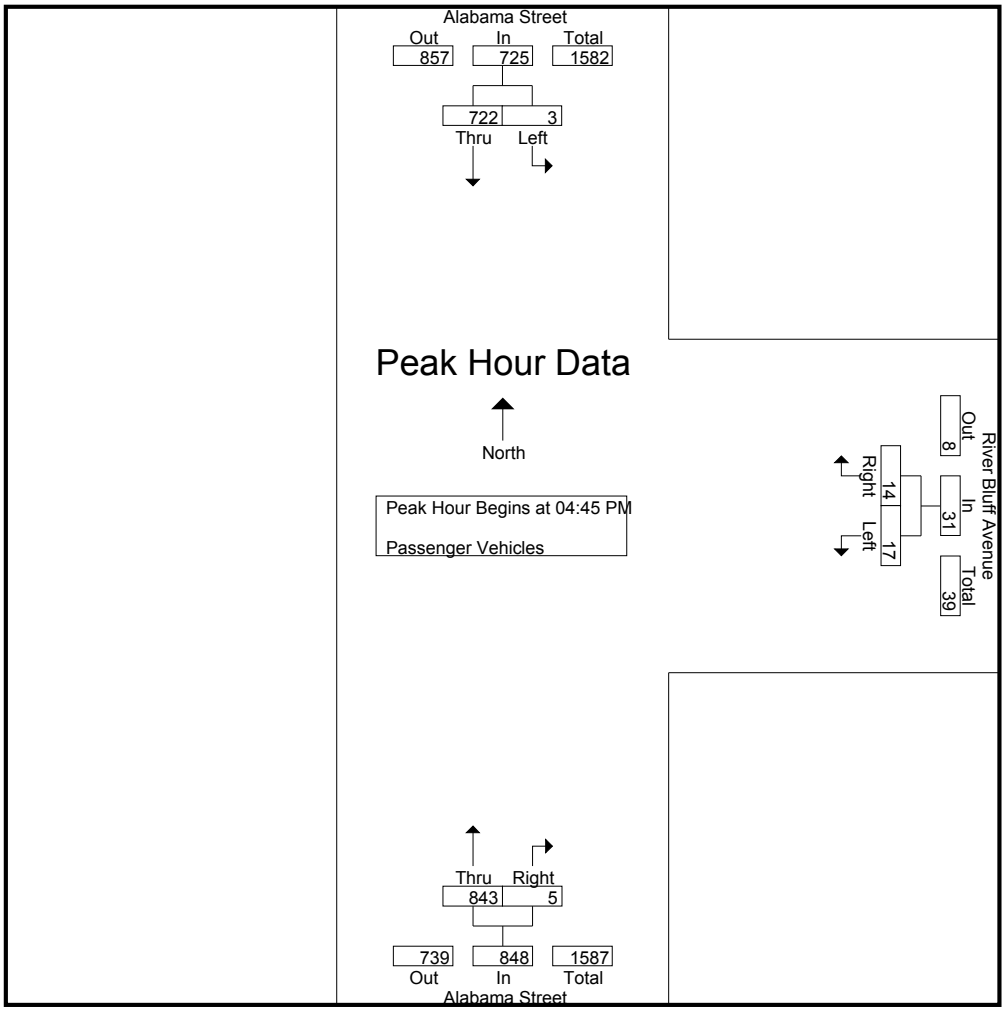

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	**1**	180	181	2	1	3	214	1	215
+15 mins.	0	178	178	2	2	4	185	0	185
+30 mins.	1	**189**	**190**	**8**	0	8	215	**2**	217
+45 mins.	1	175	176	5	**11**	**16**	**229**	2	**231**
Total Volume	3	722	725	17	14	31	843	5	848
% App. Total	0.4	99.6		54.8	45.2		99.4	0.6	
PHF	.750	.955	.954	.531	.318	.484	.920	.625	.918

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Corona, CA 92878
(951) 268-6268

County of San Bernardino
N/S: Alabama Street
E/W: River Bluff Avenue
Weather: Clear

File Name : 04_CSB_Alabama_Riv Bluff PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Alabama Street Southbound			River Bluff Avenue Westbound			Alabama Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	2	0	0	0	4	0	4	6
04:15 PM	0	1	1	0	0	0	2	0	2	3
04:30 PM	0	0	0	0	0	0	4	1	5	5
04:45 PM	0	2	2	0	0	0	1	0	1	3
Total	0	5	5	0	0	0	11	1	12	17
05:00 PM	0	2	2	0	0	0	4	1	5	7
05:15 PM	0	3	3	0	0	0	4	0	4	7
05:30 PM	0	2	2	0	0	0	2	0	2	4
05:45 PM	0	3	3	0	0	0	0	0	0	3
Total	0	10	10	0	0	0	10	1	11	21
Grand Total	0	15	15	0	0	0	21	2	23	38
Apprch %	0	100		0	0		91.3	8.7		
Total %	0	39.5	39.5	0	0	0	55.3	5.3	60.5	

	Alabama Street Southbound			River Bluff Avenue Westbound			Alabama Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	2	2	0	0	0	1	0	1	3
05:00 PM	0	2	2	0	0	0	**4**	**1**	**5**	**7**
05:15 PM	0	**3**	**3**	0	0	0	4	0	4	7
05:30 PM	0	2	2	0	0	0	2	0	2	4
Total Volume	0	9	9	0	0	0	11	1	12	21
% App. Total	0	100		0	0		91.7	8.3		
PHF	.000	.750	.750	.000	.000	.000	.688	.250	.600	.750

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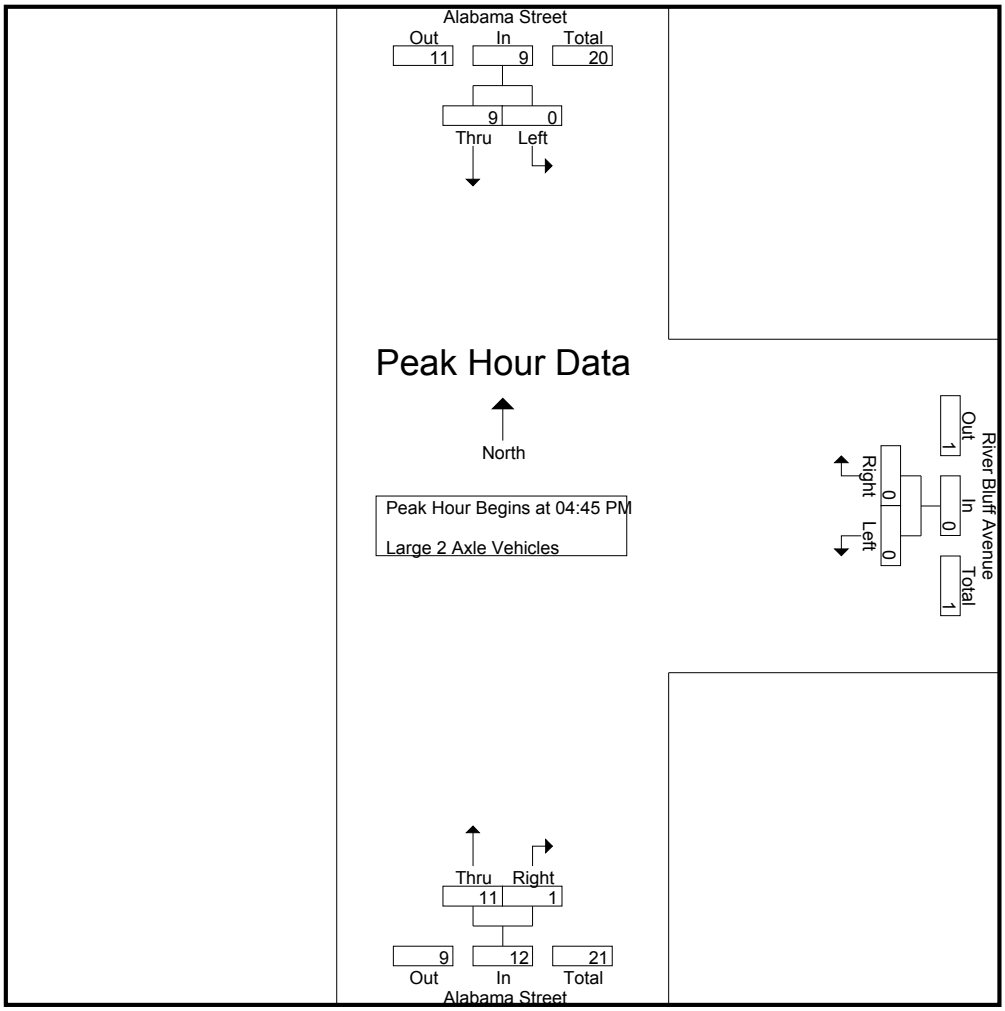

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	2	2	0	0	0	1	0	1
+15 mins.	0	2	2	0	0	0	**4**	**1**	**5**
+30 mins.	0	**3**	**3**	0	0	0	4	0	4
+45 mins.	0	2	2	0	0	0	2	0	2
Total Volume	0	9	9	0	0	0	11	1	12
% App. Total	0	100		0	0		91.7	8.3	
PHF	.000	.750	.750	.000	.000	.000	.688	.250	.600

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Start Date : 2/21/2018
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Groups Printed- 3 Axle Vehicles

	Alabama Street Southbound			River Bluff Avenue Westbound			Alabama Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	1	0	2	2	2	0	2	5
04:15 PM	3	0	3	0	0	0	0	0	0	3
04:30 PM	0	1	1	1	1	2	1	1	2	5
04:45 PM	5	1	6	1	1	2	1	0	1	9
Total	9	2	11	2	4	6	4	1	5	22
05:00 PM	6	0	6	0	0	0	0	1	1	7
05:15 PM	3	2	5	1	0	1	1	1	2	8
05:30 PM	2	1	3	2	1	3	0	0	0	6
05:45 PM	2	0	2	1	1	2	0	2	2	6
Total	13	3	16	4	2	6	1	4	5	27
Grand Total	22	5	27	6	6	12	5	5	10	49
Apprch %	81.5	18.5		50	50		50	50		
Total %	44.9	10.2	55.1	12.2	12.2	24.5	10.2	10.2	20.4	

	Alabama Street Southbound			River Bluff Avenue Westbound			Alabama Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	5	1	**6**	1	**1**	2	**1**	0	1	**9**
05:00 PM	**6**	0	6	0	0	0	0	**1**	1	7
05:15 PM	3	**2**	5	1	0	1	1	1	**2**	8
05:30 PM	2	1	3	**2**	1	**3**	0	0	0	6
Total Volume	16	4	20	4	2	6	2	2	4	30
% App. Total	80	20		66.7	33.3		50	50		
PHF	.667	.500	.833	.500	.500	.500	.500	.500	.500	.833

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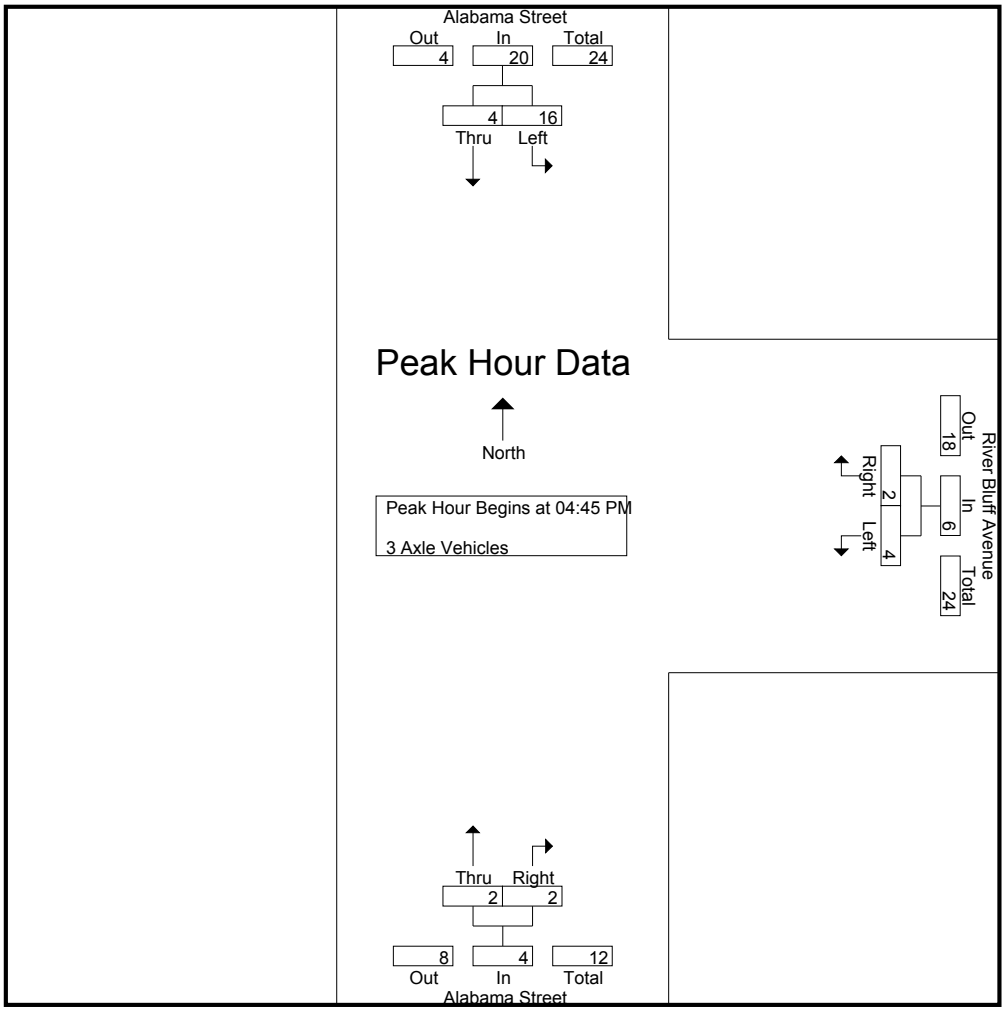

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	5	1	**6**	1	**1**	2	**1**	0	1
+15 mins.	**6**	0	6	0	0	0	0	**1**	1
+30 mins.	3	**2**	5	1	0	1	1	1	**2**
+45 mins.	2	1	3	**2**	1	**3**	0	0	0
Total Volume	16	4	20	4	2	6	2	2	4
% App. Total	80	20		66.7	33.3		50	50	
PHF	.667	.500	.833	.500	.500	.500	.500	.500	.500

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Groups Printed- 4+ Axle Trucks

	Alabama Street Southbound			River Bluff Avenue Westbound			Alabama Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	1	2	5	7	2	4	6	14
04:15 PM	3	1	4	0	1	1	3	6	9	14
04:30 PM	1	1	2	4	6	10	4	6	10	22
04:45 PM	1	3	4	1	4	5	0	3	3	12
Total	6	5	11	7	16	23	9	19	28	62
05:00 PM	0	3	3	0	2	2	7	3	10	15
05:15 PM	0	4	4	1	2	3	2	3	5	12
05:30 PM	0	3	3	1	5	6	4	1	5	14
05:45 PM	0	6	6	0	1	1	4	4	8	15
Total	0	16	16	2	10	12	17	11	28	56
Grand Total	6	21	27	9	26	35	26	30	56	118
Apprch %	22.2	77.8		25.7	74.3		46.4	53.6		
Total %	5.1	17.8	22.9	7.6	22	29.7	22	25.4	47.5	

	Alabama Street Southbound			River Bluff Avenue Westbound			Alabama Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	**1**	3	**4**	**1**	4	5	0	**3**	3	12
05:00 PM	0	3	3	0	2	2	**7**	3	**10**	**15**
05:15 PM	0	**4**	4	1	2	3	2	3	5	12
05:30 PM	0	3	3	1	**5**	**6**	4	1	5	14
Total Volume	1	13	14	3	13	16	13	10	23	53
% App. Total	7.1	92.9		18.8	81.2		56.5	43.5		
PHF	.250	.813	.875	.750	.650	.667	.464	.833	.575	.883

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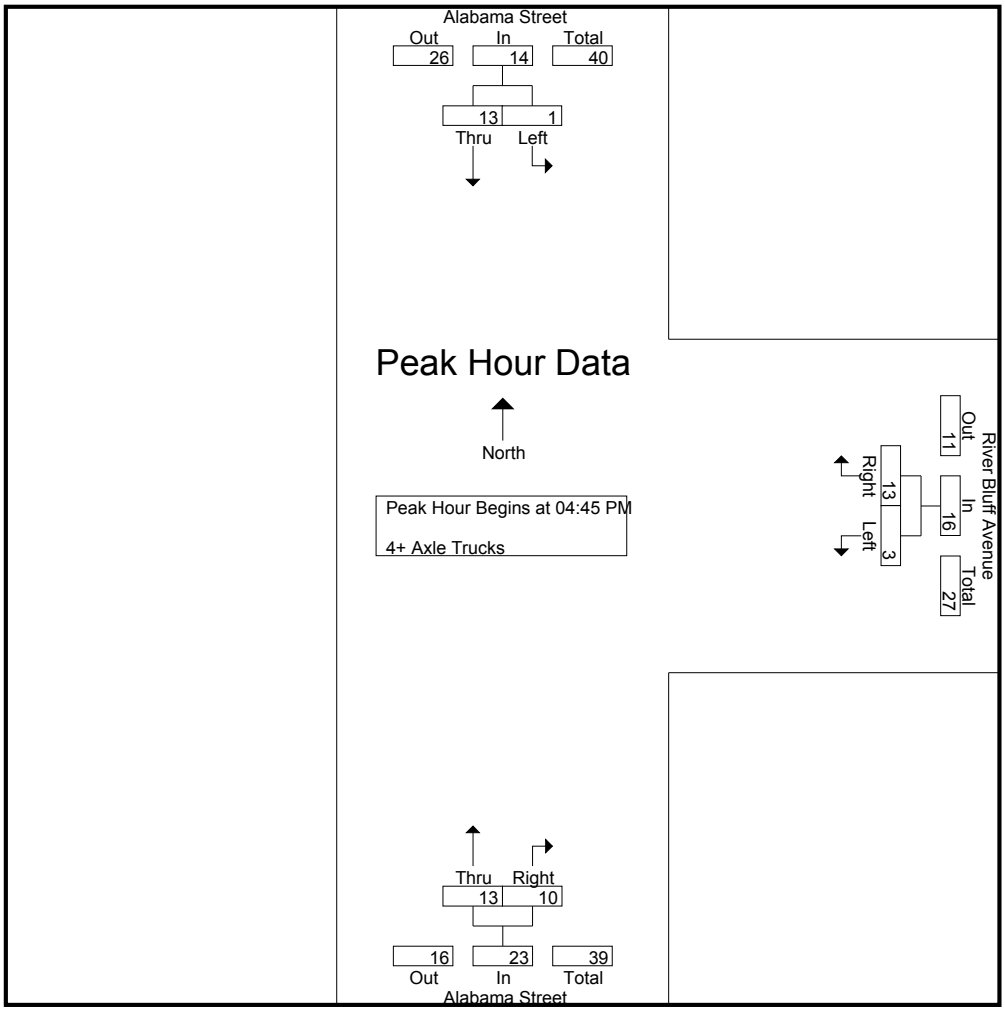

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	**1**	3	**4**	**1**	4	5	0	**3**	3
+15 mins.	0	3	3	0	2	2	**7**	3	**10**
+30 mins.	0	**4**	4	1	2	3	2	3	5
+45 mins.	0	3	3	1	**5**	**6**	4	1	5
Total Volume	1	13	14	3	13	16	13	10	23
% App. Total	7.1	92.9		18.8	81.2		56.5	43.5	
PHF	.250	.813	.875	.750	.650	.667	.464	.833	.575

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County of San Bernardino
N/S: Alabama Street
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Weather: Clear

File Name : 05_CSB_Alabama_Palmetto AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alabama Street Southbound				Palmetto Avenue Westbound				Alabama Street Northbound				Palmetto Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	167	18	186	3	0	0	3	4	98	3	105	7	0	1	8	302
07:15 AM	0	220	24	244	2	0	0	2	0	108	1	109	3	0	0	3	358
07:30 AM	0	128	25	153	0	0	0	0	1	88	5	94	4	0	0	4	251
07:45 AM	1	157	38	196	1	0	0	1	3	77	2	82	6	1	1	8	287
Total	2	672	105	779	6	0	0	6	8	371	11	390	20	1	2	23	1198
08:00 AM	2	78	12	92	1	1	2	4	1	61	4	66	4	3	0	7	169
08:15 AM	0	73	11	84	16	0	9	25	2	63	3	68	3	0	0	3	180
08:30 AM	2	103	10	115	2	0	1	3	1	59	13	73	2	1	0	3	194
08:45 AM	6	113	12	131	1	0	2	3	1	37	14	52	2	0	1	3	189
Total	10	367	45	422	20	1	14	35	5	220	34	259	11	4	1	16	732
Grand Total	12	1039	150	1201	26	1	14	41	13	591	45	649	31	5	3	39	1930
Apprch %	1	86.5	12.5		63.4	2.4	34.1		2	91.1	6.9		79.5	12.8	7.7		
Total %	0.6	53.8	7.8	62.2	1.3	0.1	0.7	2.1	0.7	30.6	2.3	33.6	1.6	0.3	0.2	2	
Passenger Vehicles	10	956	141	1107	22	0	12	34	11	534	29	574	30	1	2	33	1748
% Passenger Vehicles	83.3	92	94	92.2	84.6	0	85.7	82.9	84.6	90.4	64.4	88.4	96.8	20	66.7	84.6	90.6
Large 2 Axle Vehicles	0	12	7	19	2	0	0	2	1	9	2	12	1	0	0	1	34
% Large 2 Axle Vehicles	0	1.2	4.7	1.6	7.7	0	0	4.9	7.7	1.5	4.4	1.8	3.2	0	0	2.6	1.8
3 Axle Vehicles	1	22	2	25	2	1	0	3	0	17	5	22	0	1	1	2	52
% 3 Axle Vehicles	8.3	2.1	1.3	2.1	7.7	100	0	7.3	0	2.9	11.1	3.4	0	20	33.3	5.1	2.7
4+ Axle Trucks	1	49	0	50	0	0	2	2	1	31	9	41	0	3	0	3	96
% 4+ Axle Trucks	8.3	4.7	0	4.2	0	0	14.3	4.9	7.7	5.2	20	6.3	0	60	0	7.7	5

	Alabama Street Southbound				Palmetto Avenue Westbound				Alabama Street Northbound				Palmetto Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	167	18	186	**3**	0	0	**3**	**4**	98	3	105	**7**	0	**1**	**8**	302
07:15 AM	0	**220**	24	**244**	2	0	0	2	0	**108**	1	**109**	3	0	0	3	**358**
07:30 AM	0	128	25	153	0	0	0	0	1	88	**5**	94	4	0	0	4	251
07:45 AM	1	157	**38**	196	1	0	0	1	3	77	2	82	6	**1**	1	8	287
Total Volume	2	672	105	779	6	0	0	6	8	371	11	390	20	1	2	23	1198
% App. Total	0.3	86.3	13.5		100	0	0		2.1	95.1	2.8		87	4.3	8.7		
PHF	.500	.764	.691	.798	.500	.000	.000	.500	.500	.859	.550	.894	.714	.250	.500	.719	.837

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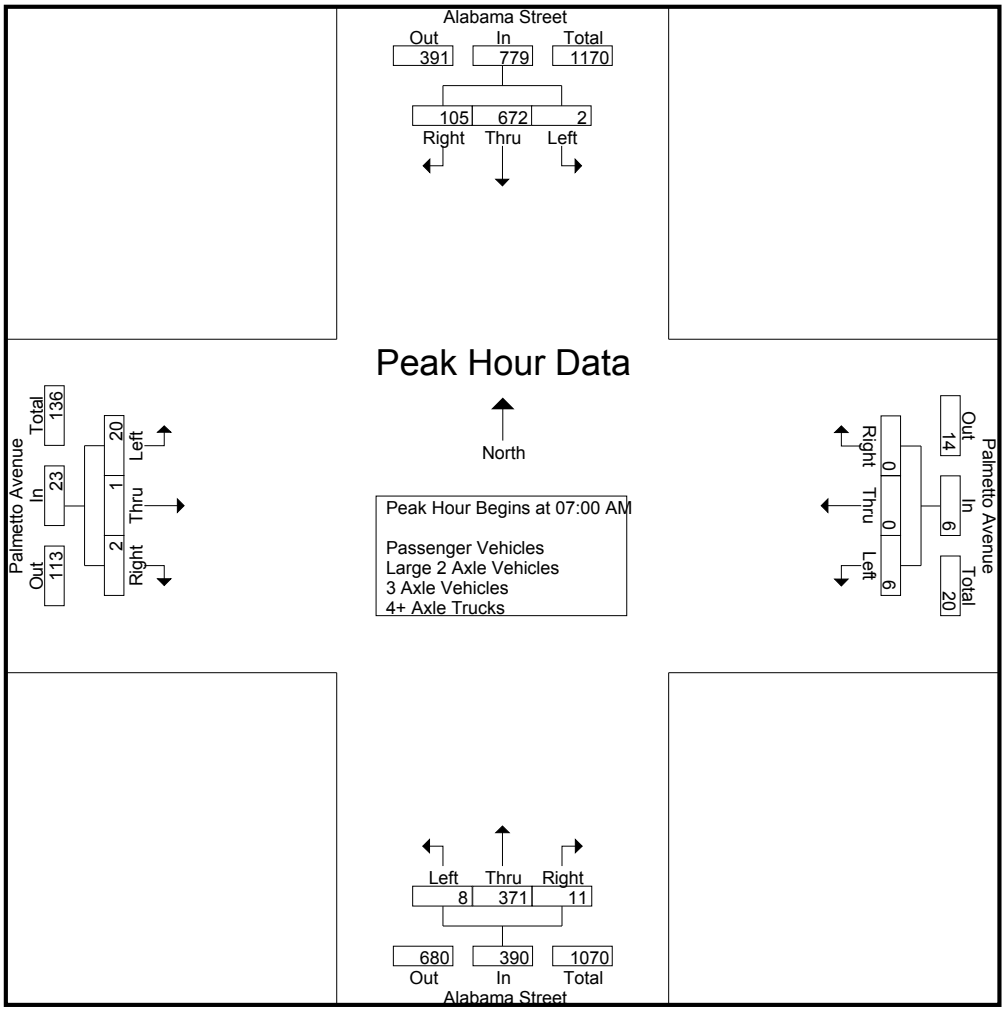

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				08:00 AM				07:00 AM				07:00 AM			
+0 mins.	**1**	167	18	186	1	**1**	2	4	**4**	98	3	105	**7**	0	**1**	**8**
+15 mins.	0	**220**	24	**244**	**16**	0	**9**	**25**	0	**108**	1	**109**	3	0	0	3
+30 mins.	0	128	25	153	2	0	1	3	1	88	**5**	94	4	0	0	4
+45 mins.	1	157	**38**	196	1	0	2	3	3	77	2	82	6	**1**	1	8
Total Volume	2	672	105	779	20	1	14	35	8	371	11	390	20	1	2	23
% App. Total	0.3	86.3	13.5		57.1	2.9	40		2.1	95.1	2.8		87	4.3	8.7	
PHF	.500	.764	.691	.798	.313	.250	.389	.350	.500	.859	.550	.894	.714	.250	.500	.719

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Groups Printed- Passenger Vehicles

	Alabama Street Southbound				Palmetto Avenue Westbound				Alabama Street Northbound				Palmetto Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	161	17	179	1	0	0	1	3	88	3	94	7	0	1	8	282
07:15 AM	0	204	22	226	0	0	0	0	0	101	0	101	3	0	0	3	330
07:30 AM	0	117	25	142	0	0	0	0	1	84	3	88	4	0	0	4	234
07:45 AM	1	148	35	184	1	0	0	1	3	72	1	76	6	0	0	6	267
Total	2	630	99	731	2	0	0	2	7	345	7	359	20	0	1	21	1113
08:00 AM	1	67	10	78	1	0	2	3	1	54	2	57	4	0	0	4	142
08:15 AM	0	66	11	77	16	0	8	24	2	51	2	55	3	0	0	3	159
08:30 AM	2	93	10	105	2	0	1	3	0	53	9	62	2	1	0	3	173
08:45 AM	5	100	11	116	1	0	1	2	1	31	9	41	1	0	1	2	161
Total	8	326	42	376	20	0	12	32	4	189	22	215	10	1	1	12	635
Grand Total	10	956	141	1107	22	0	12	34	11	534	29	574	30	1	2	33	1748
Apprch %	0.9	86.4	12.7		64.7	0	35.3		1.9	93	5.1		90.9	3	6.1		
Total %	0.6	54.7	8.1	63.3	1.3	0	0.7	1.9	0.6	30.5	1.7	32.8	1.7	0.1	0.1	1.9	

	Alabama Street Southbound				Palmetto Avenue Westbound				Alabama Street Northbound				Palmetto Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	161	17	179	**1**	0	0	**1**	**3**	88	**3**	94	**7**	0	**1**	**8**	282
07:15 AM	0	**204**	22	**226**	0	0	0	0	0	**101**	0	**101**	3	0	0	3	**330**
07:30 AM	0	117	25	142	0	0	0	0	1	84	3	88	4	0	0	4	234
07:45 AM	1	148	**35**	184	1	0	0	1	3	72	1	76	6	0	0	6	267
Total Volume	2	630	99	731	2	0	0	2	7	345	7	359	20	0	1	21	1113
% App. Total	0.3	86.2	13.5		100	0	0		1.9	96.1	1.9		95.2	0	4.8		
PHF	.500	.772	.707	.809	.500	.000	.000	.500	.583	.854	.583	.889	.714	.000	.250	.656	.843

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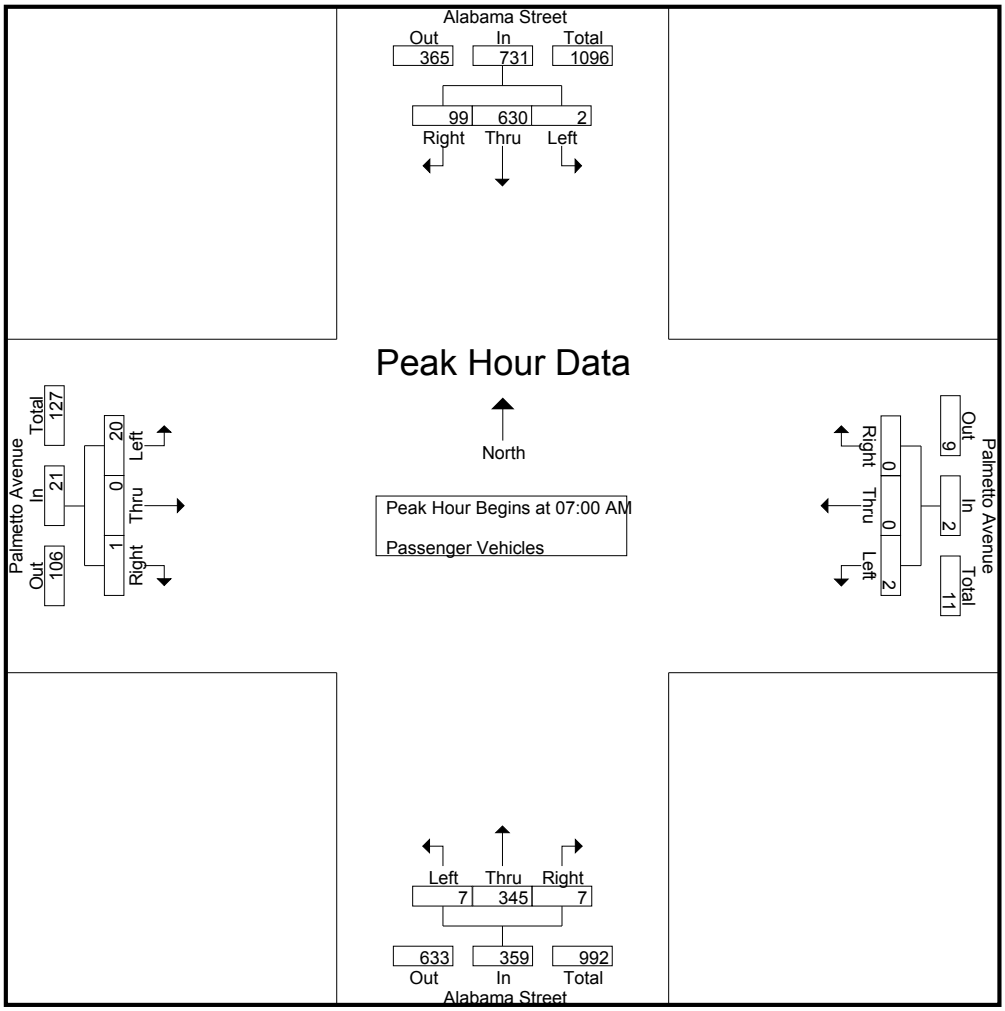

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**1**	161	17	179	**1**	0	0	**1**	**3**	88	**3**	94	**7**	0	**1**	**8**
+15 mins.	0	**204**	22	**226**	0	0	0	0	0	**101**	0	**101**	3	0	0	3
+30 mins.	0	117	25	142	0	0	0	0	1	84	3	88	4	0	0	4
+45 mins.	1	148	**35**	184	1	0	0	1	3	72	1	76	6	0	0	6
Total Volume	2	630	99	731	2	0	0	2	7	345	7	359	20	0	1	21
% App. Total	0.3	86.2	13.5		100	0	0		1.9	96.1	1.9		95.2	0	4.8	
PHF	.500	.772	.707	.809	.500	.000	.000	.500	.583	.854	.583	.889	.714	.000	.250	.656

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Groups Printed- Large 2 Axle Vehicles

	Alabama Street Southbound				Palmetto Avenue Westbound				Alabama Street Northbound				Palmetto Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	1	0	0	1	1	3	0	4	0	0	0	0	6
07:15 AM	0	2	1	3	1	0	0	1	0	2	0	2	0	0	0	0	6
07:30 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
07:45 AM	0	1	2	3	0	0	0	0	0	0	1	1	0	0	0	0	4
Total	0	4	4	8	2	0	0	2	1	5	2	8	0	0	0	0	18
08:00 AM	0	4	2	6	0	0	0	0	0	1	0	1	0	0	0	0	7
08:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	2	1	3	0	0	0	0	0	1	0	1	1	0	0	1	5
Total	0	8	3	11	0	0	0	0	0	4	0	4	1	0	0	1	16
Grand Total	0	12	7	19	2	0	0	2	1	9	2	12	1	0	0	1	34
Apprch %	0	63.2	36.8		100	0	0		8.3	75	16.7		100	0	0		
Total %	0	35.3	20.6	55.9	5.9	0	0	5.9	2.9	26.5	5.9	35.3	2.9	0	0	2.9	

	Alabama Street Southbound				Palmetto Avenue Westbound				Alabama Street Northbound				Palmetto Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	1	1	**1**	0	0	**1**	**1**	**3**	0	**4**	0	0	0	0	**6**
07:15 AM	0	**2**	1	**3**	1	0	0	1	0	2	0	2	0	0	0	0	6
07:30 AM	0	1	0	1	0	0	0	0	0	0	**1**	1	0	0	0	0	2
07:45 AM	0	1	**2**	3	0	0	0	0	0	0	1	1	0	0	0	0	4
Total Volume	0	4	4	8	2	0	0	2	1	5	2	8	0	0	0	0	18
% App. Total	0	50	50		100	0	0		12.5	62.5	25		0	0	0		
PHF	.000	.500	.500	.667	.500	.000	.000	.500	.250	.417	.500	.500	.000	.000	.000	.000	.750

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County of San Bernardino
N/S: Alabama Street
E/W: Palmetto Avenue
Weather: Clear

File Name : 05_CSB_Alabama_Palmetto AM
Site Code : 06718128
Start Date : 2/21/2018
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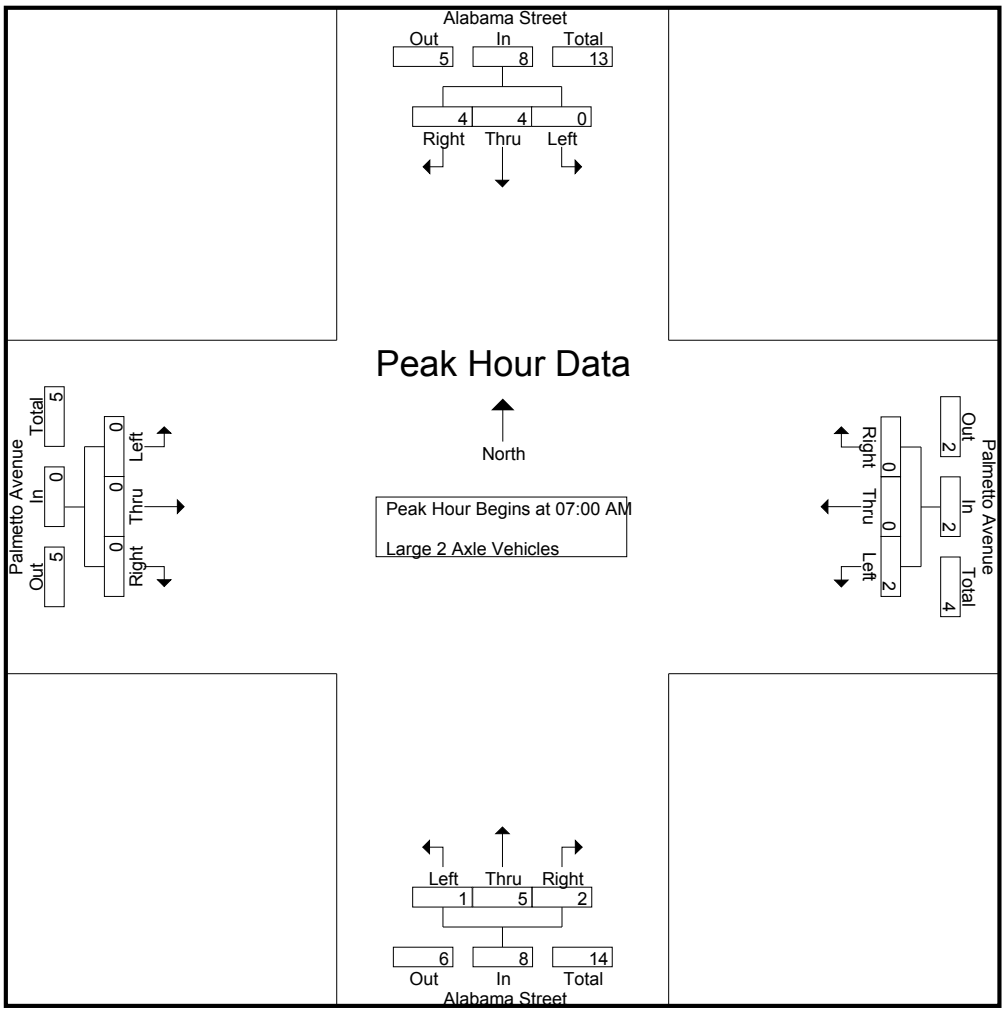

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	1	1	**1**	0	0	**1**	**1**	**3**	0	**4**	0	0	0	0
+15 mins.	0	**2**	1	**3**	1	0	0	1	0	2	0	2	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	**1**	1	0	0	0	0
+45 mins.	0	1	**2**	3	0	0	0	0	0	0	1	1	0	0	0	0
Total Volume	0	4	4	8	2	0	0	2	1	5	2	8	0	0	0	0
% App. Total	0	50	50		100	0	0		12.5	62.5	25		0	0	0	
PHF	.000	.500	.500	.667	.500	.000	.000	.500	.250	.417	.500	.500	.000	.000	.000	.000

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Groups Printed- 3 Axle Vehicles

	Alabama Street Southbound				Palmetto Avenue Westbound				Alabama Street Northbound				Palmetto Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	1	0	0	1	0	3	0	3	0	0	0	0	5
07:15 AM	0	4	1	5	1	0	0	1	0	0	1	1	0	0	0	0	7
07:30 AM	0	4	0	4	0	0	0	0	0	1	1	2	0	0	0	0	6
07:45 AM	0	1	1	2	0	0	0	0	0	2	0	2	0	1	1	2	6
Total	0	10	2	12	2	0	0	2	0	6	2	8	0	1	1	2	24
08:00 AM	1	2	0	3	0	1	0	1	0	2	1	3	0	0	0	0	7
08:15 AM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
08:30 AM	0	3	0	3	0	0	0	0	0	3	1	4	0	0	0	0	7
08:45 AM	0	5	0	5	0	0	0	0	0	2	1	3	0	0	0	0	8
Total	1	12	0	13	0	1	0	1	0	11	3	14	0	0	0	0	28
Grand Total	1	22	2	25	2	1	0	3	0	17	5	22	0	1	1	2	52
Apprch %	4	88	8		66.7	33.3	0		0	77.3	22.7		0	50	50		
Total %	1.9	42.3	3.8	48.1	3.8	1.9	0	5.8	0	32.7	9.6	42.3	0	1.9	1.9	3.8	

	Alabama Street Southbound				Palmetto Avenue Westbound				Alabama Street Northbound				Palmetto Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	0	1	**1**	0	0	**1**	0	**3**	0	**3**	0	0	0	0	5
07:15 AM	0	**4**	**1**	**5**	1	0	0	1	0	0	**1**	1	0	0	0	0	**7**
07:30 AM	0	4	0	4	0	0	0	0	0	1	1	2	0	0	0	0	6
07:45 AM	0	1	1	2	0	0	0	0	0	2	0	2	0	**1**	**1**	**2**	6
Total Volume	0	10	2	12	2	0	0	2	0	6	2	8	0	1	1	2	24
% App. Total	0	83.3	16.7		100	0	0		0	75	25		0	50	50		
PHF	.000	.625	.500	.600	.500	.000	.000	.500	.000	.500	.500	.667	.000	.250	.250	.250	.857

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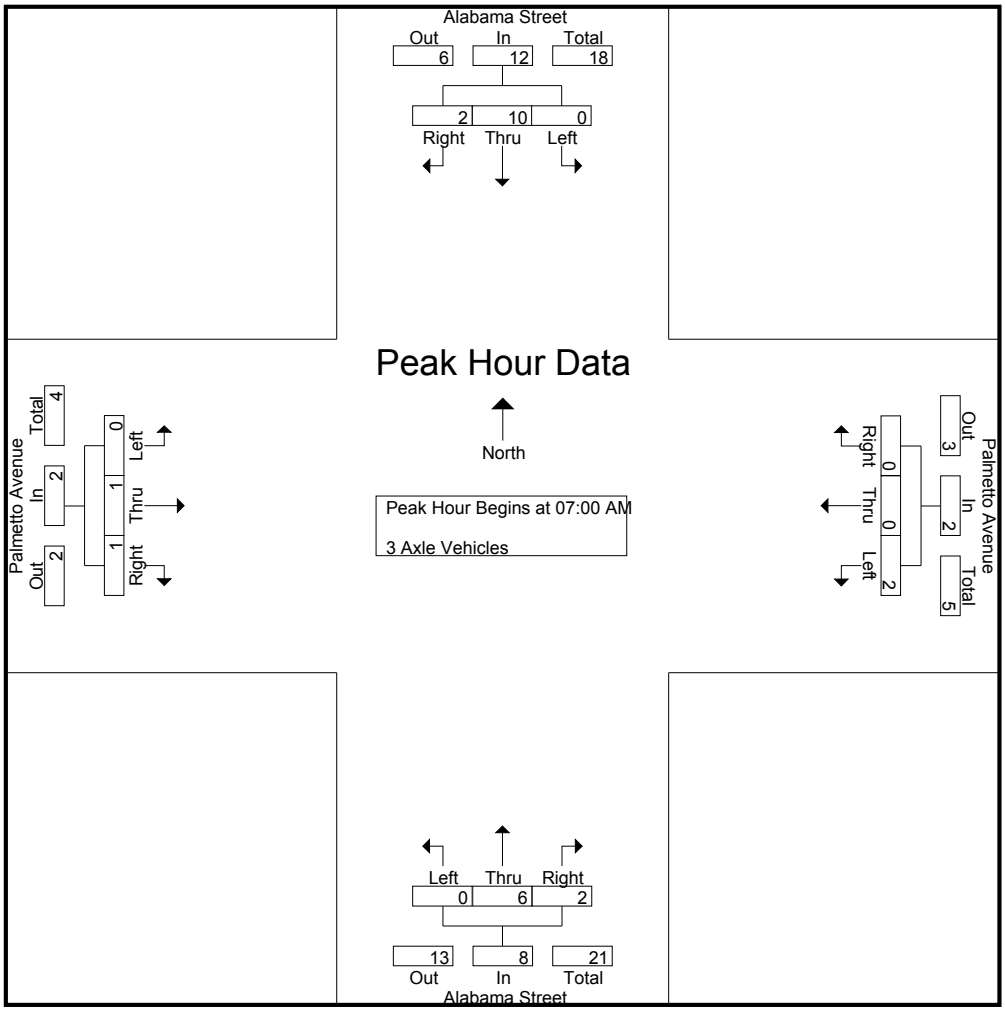

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	1	0	1	**1**	0	0	**1**	0	**3**	0	**3**	0	0	0	0
+15 mins.	0	**4**	**1**	**5**	1	0	0	1	0	0	**1**	1	0	0	0	0
+30 mins.	0	4	0	4	0	0	0	0	0	1	1	2	0	0	0	0
+45 mins.	0	1	1	2	0	0	0	0	0	2	0	2	0	**1**	**1**	**2**
Total Volume	0	10	2	12	2	0	0	2	0	6	2	8	0	1	1	2
% App. Total	0	83.3	16.7		100	0	0		0	75	25		0	50	50	
PHF	.000	.625	.500	.600	.500	.000	.000	.500	.000	.500	.500	.667	.000	.250	.250	.250

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Groups Printed- 4+ Axle Trucks

	Alabama Street Southbound				Palmetto Avenue Westbound				Alabama Street Northbound				Palmetto Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
07:15 AM	0	10	0	10	0	0	0	0	0	5	0	5	0	0	0	0	15
07:30 AM	0	6	0	6	0	0	0	0	0	3	0	3	0	0	0	0	9
07:45 AM	0	7	0	7	0	0	0	0	0	3	0	3	0	0	0	0	10
Total	0	28	0	28	0	0	0	0	0	15	0	15	0	0	0	0	43
08:00 AM	0	5	0	5	0	0	0	0	0	4	1	5	0	3	0	3	13
08:15 AM	0	4	0	4	0	0	1	1	0	6	1	7	0	0	0	0	12
08:30 AM	0	6	0	6	0	0	0	0	1	3	3	7	0	0	0	0	13
08:45 AM	1	6	0	7	0	0	1	1	0	3	4	7	0	0	0	0	15
Total	1	21	0	22	0	0	2	2	1	16	9	26	0	3	0	3	53
Grand Total	1	49	0	50	0	0	2	2	1	31	9	41	0	3	0	3	96
Apprch %	2	98	0		0	0	100		2.4	75.6	22		0	100	0		
Total %	1	51	0	52.1	0	0	2.1	2.1	1	32.3	9.4	42.7	0	3.1	0	3.1	

	Alabama Street Southbound				Palmetto Avenue Westbound				Alabama Street Northbound				Palmetto Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
07:15 AM	0	**10**	0	**10**	0	0	0	0	0	**5**	0	**5**	0	0	0	0	**15**
07:30 AM	0	6	0	6	0	0	0	0	0	3	0	3	0	0	0	0	9
07:45 AM	0	7	0	7	0	0	0	0	0	3	0	3	0	0	0	0	10
Total Volume	0	28	0	28	0	0	0	0	0	15	0	15	0	0	0	0	43
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.700	.000	.700	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.717

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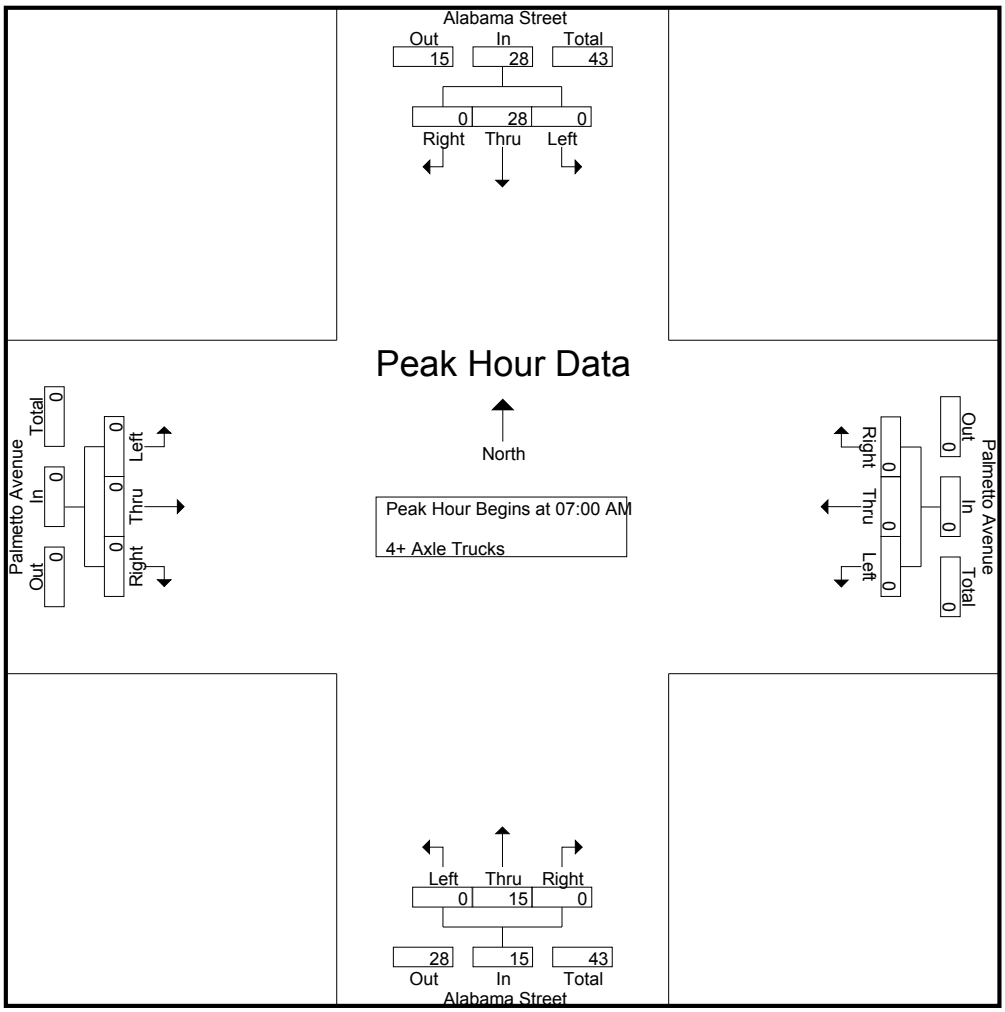

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0
+15 mins.	0	**10**	0	**10**	0	0	0	0	0	**5**	0	**5**	0	0	0	0
+30 mins.	0	6	0	6	0	0	0	0	0	3	0	3	0	0	0	0
+45 mins.	0	7	0	7	0	0	0	0	0	3	0	3	0	0	0	0
Total Volume	0	28	0	28	0	0	0	0	0	15	0	15	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.700	.000	.700	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000

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County of San Bernardino
N/S: Alabama Street
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Weather: Clear

File Name : 05_CSB_Alabama_Palmetto PM
Site Code : 06718128
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alabama Street Southbound				Palmetto Avenue Westbound				Alabama Street Northbound				Palmetto Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	140	4	147	0	1	0	1	1	165	4	170	21	1	2	24	342
04:15 PM	0	141	6	147	1	0	0	1	0	143	3	146	30	0	1	31	325
04:30 PM	0	151	17	168	9	1	2	12	1	165	7	173	48	1	2	51	404
04:45 PM	0	175	15	190	2	2	2	6	0	182	0	182	35	0	0	35	413
Total	3	607	42	652	12	4	4	20	2	655	14	671	134	2	5	141	1484
05:00 PM	0	175	14	189	0	0	0	0	1	160	2	163	44	0	2	46	398
05:15 PM	3	188	12	203	1	1	1	3	0	189	1	190	27	1	2	30	426
05:30 PM	2	178	10	190	8	2	5	15	1	210	0	211	32	0	1	33	449
05:45 PM	0	162	18	180	1	1	1	3	0	173	6	179	30	1	0	31	393
Total	5	703	54	762	10	4	7	21	2	732	9	743	133	2	5	140	1666
Grand Total	8	1310	96	1414	22	8	11	41	4	1387	23	1414	267	4	10	281	3150
Apprch %	0.6	92.6	6.8		53.7	19.5	26.8		0.3	98.1	1.6		95	1.4	3.6		
Total %	0.3	41.6	3	44.9	0.7	0.3	0.3	1.3	0.1	44	0.7	44.9	8.5	0.1	0.3	8.9	
Passenger Vehicles	8	1265	85	1358	22	6	11	39	3	1315	11	1329	250	1	10	261	2987
% Passenger Vehicles	100	96.6	88.5	96	100	75	100	95.1	75	94.8	47.8	94	93.6	25	100	92.9	94.8
Large 2 Axle Vehicles	0	15	0	15	0	0	0	0	0	20	0	20	2	1	0	3	38
% Large 2 Axle Vehicles	0	1.1	0	1.1	0	0	0	0	0	1.4	0	1.4	0.7	25	0	1.1	1.2
3 Axle Vehicles	0	8	2	10	0	0	0	0	0	8	8	16	2	0	0	2	28
% 3 Axle Vehicles	0	0.6	2.1	0.7	0	0	0	0	0	0.6	34.8	1.1	0.7	0	0	0.7	0.9
4+ Axle Trucks	0	22	9	31	0	2	0	2	1	44	4	49	13	2	0	15	97
% 4+ Axle Trucks	0	1.7	9.4	2.2	0	25	0	4.9	25	3.2	17.4	3.5	4.9	50	0	5.3	3.1

	Alabama Street Southbound				Palmetto Avenue Westbound				Alabama Street Northbound				Palmetto Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	175	**15**	190	2	**2**	2	6	0	182	0	182	35	0	0	35	413
05:00 PM	0	175	14	189	0	0	0	0	**1**	160	**2**	163	**44**	0	**2**	**46**	398
05:15 PM	**3**	**188**	12	**203**	1	1	1	3	0	189	1	190	27	**1**	2	30	426
05:30 PM	2	178	10	190	**8**	2	**5**	**15**	1	**210**	0	**211**	32	0	1	33	**449**
Total Volume	5	716	51	772	11	5	8	24	2	741	3	746	138	1	5	144	1686
% App. Total	0.6	92.7	6.6		45.8	20.8	33.3		0.3	99.3	0.4		95.8	0.7	3.5		
PHF	.417	.952	.850	.951	.344	.625	.400	.400	.500	.882	.375	.884	.784	.250	.625	.783	.939

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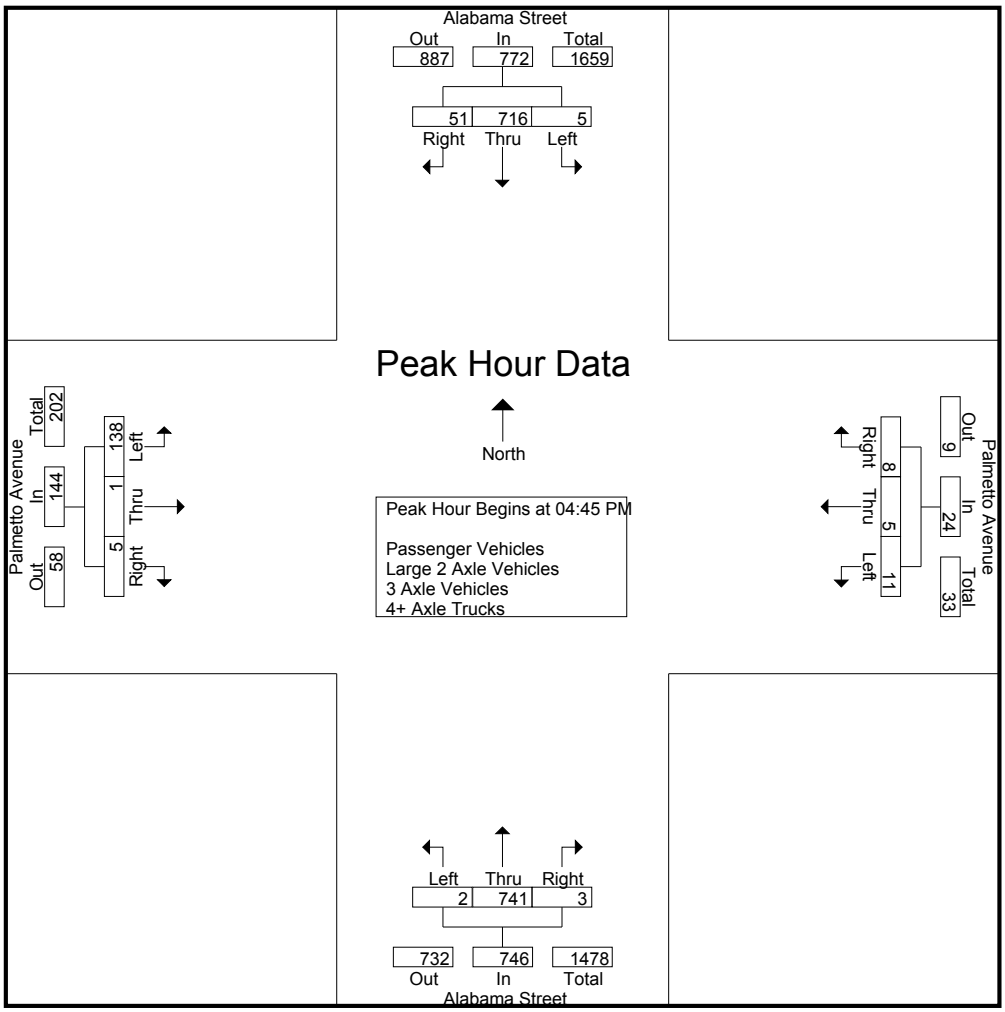

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:15 PM			
+0 mins.	0	175	**15**	190	2	**2**	2	6	0	182	0	182	30	0	1	31
+15 mins.	0	175	14	189	0	0	0	0	**1**	160	**2**	163	**48**	**1**	**2**	**51**
+30 mins.	**3**	**188**	12	**203**	1	1	1	3	0	189	1	190	35	0	0	35
+45 mins.	2	178	10	190	**8**	2	**5**	**15**	1	**210**	0	**211**	44	0	2	46
Total Volume	5	716	51	772	11	5	8	24	2	741	3	746	157	1	5	163
% App. Total	0.6	92.7	6.6		45.8	20.8	33.3		0.3	99.3	0.4		96.3	0.6	3.1	
PHF	.417	.952	.850	.951	.344	.625	.400	.400	.500	.882	.375	.884	.818	.250	.625	.799

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Groups Printed- Passenger Vehicles

	Alabama Street Southbound				Palmetto Avenue Westbound				Alabama Street Northbound				Palmetto Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	135	4	142	0	0	0	0	1	155	2	158	19	0	2	21	321
04:15 PM	0	140	5	145	1	0	0	1	0	132	0	132	29	0	1	30	308
04:30 PM	0	145	17	162	9	1	2	12	0	151	3	154	46	0	2	48	376
04:45 PM	0	169	14	183	2	2	2	6	0	178	0	178	34	0	0	34	401
Total	3	589	40	632	12	3	4	19	1	616	5	622	128	0	5	133	1406
05:00 PM	0	171	12	183	0	0	0	0	1	148	0	149	40	0	2	42	374
05:15 PM	3	180	11	194	1	1	1	3	0	181	0	181	23	0	2	25	403
05:30 PM	2	169	8	179	8	2	5	15	1	205	0	206	31	0	1	32	432
05:45 PM	0	156	14	170	1	0	1	2	0	165	6	171	28	1	0	29	372
Total	5	676	45	726	10	3	7	20	2	699	6	707	122	1	5	128	1581
Grand Total	8	1265	85	1358	22	6	11	39	3	1315	11	1329	250	1	10	261	2987
Apprch %	0.6	93.2	6.3		56.4	15.4	28.2		0.2	98.9	0.8		95.8	0.4	3.8		
Total %	0.3	42.4	2.8	45.5	0.7	0.2	0.4	1.3	0.1	44	0.4	44.5	8.4	0	0.3	8.7	

	Alabama Street Southbound				Palmetto Avenue Westbound				Alabama Street Northbound				Palmetto Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	169	**14**	183	2	**2**	2	6	0	178	0	178	34	0	0	34	401
05:00 PM	0	171	12	183	0	0	0	0	**1**	148	0	149	**40**	0	**2**	**42**	374
05:15 PM	**3**	**180**	11	**194**	1	1	1	3	0	181	0	181	23	0	2	25	403
05:30 PM	2	169	8	179	**8**	2	**5**	**15**	1	**205**	0	**206**	31	0	1	32	**432**
Total Volume	5	689	45	739	11	5	8	24	2	712	0	714	128	0	5	133	1610
% App. Total	0.7	93.2	6.1		45.8	20.8	33.3		0.3	99.7	0		96.2	0	3.8		
PHF	.417	.957	.804	.952	.344	.625	.400	.400	.500	.868	.000	.867	.800	.000	.625	.792	.932

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County of San Bernardino
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Weather: Clear

File Name : 05_CSB_Alabama_Palmetto PM
Site Code : 06718128
Start Date : 2/21/2018
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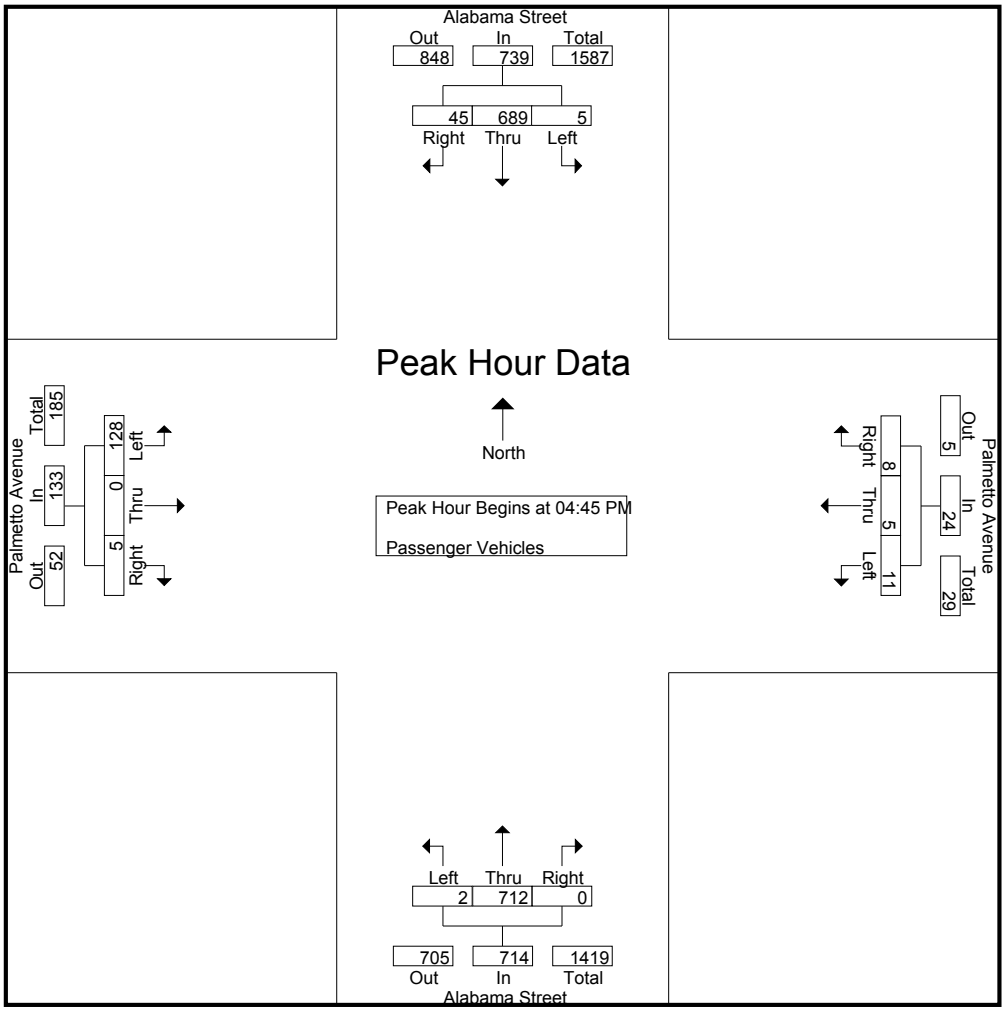

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	169	**14**	183	2	**2**	2	6	0	178	0	178	34	0	0	34
+15 mins.	0	171	12	183	0	0	0	0	**1**	148	0	149	**40**	0	**2**	**42**
+30 mins.	**3**	**180**	11	**194**	1	1	1	3	0	181	0	181	23	0	2	25
+45 mins.	2	169	8	179	**8**	2	**5**	**15**	1	**205**	0	**206**	31	0	1	32
Total Volume	5	689	45	739	11	5	8	24	2	712	0	714	128	0	5	133
% App. Total	0.7	93.2	6.1		45.8	20.8	33.3		0.3	99.7	0		96.2	0	3.8	
PHF	.417	.957	.804	.952	.344	.625	.400	.400	.500	.868	.000	.867	.800	.000	.625	.792

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Groups Printed- Large 2 Axle Vehicles

	Alabama Street Southbound				Palmetto Avenue Westbound				Alabama Street Northbound				Palmetto Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	3	0	3	1	0	0	1	6
04:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	4	0	4	0	0	0	0	0	10	0	10	1	0	0	1	15
05:00 PM	0	3	0	3	0	0	0	0	0	4	0	4	1	0	0	1	8
05:15 PM	0	3	0	3	0	0	0	0	0	4	0	4	0	1	0	1	8
05:30 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
05:45 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	11	0	11	0	0	0	0	0	10	0	10	1	1	0	2	23
Grand Total	0	15	0	15	0	0	0	0	0	20	0	20	2	1	0	3	38
Apprch %	0	100	0		0	0	0		0	100	0		66.7	33.3	0		
Total %	0	39.5	0	39.5	0	0	0	0	0	52.6	0	52.6	5.3	2.6	0	7.9	

	Alabama Street Southbound				Palmetto Avenue Westbound				Alabama Street Northbound				Palmetto Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:00 PM	0	**3**	0	**3**	0	0	0	0	0	**4**	0	**4**	**1**	0	0	**1**	**8**
05:15 PM	0	3	0	3	0	0	0	0	0	4	0	4	0	**1**	0	1	8
05:30 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total Volume	0	9	0	9	0	0	0	0	0	11	0	11	1	1	0	2	22
% App. Total	0	100	0		0	0	0		0	100	0		50	50	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.688	.000	.688	.250	.250	.000	.500	.688

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Site Code : 06718128
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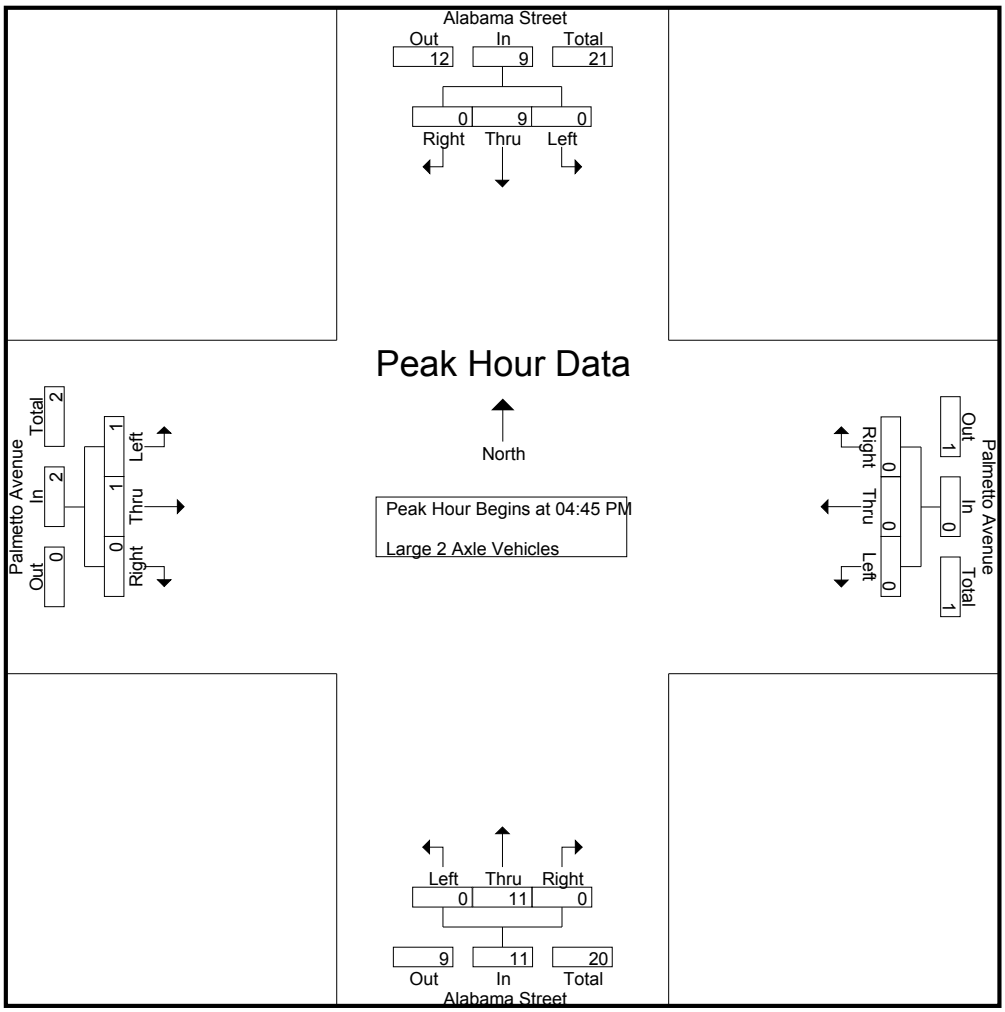

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	**3**	0	**3**	0	0	0	0	0	**4**	0	**4**	**1**	0	0	**1**
+30 mins.	0	3	0	3	0	0	0	0	0	4	0	4	0	**1**	0	1
+45 mins.	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	9	0	9	0	0	0	0	0	11	0	11	1	1	0	2
% App. Total	0	100	0		0	0	0		0	100	0		50	50	0	
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.688	.000	.688	.250	.250	.000	.500

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Groups Printed- 3 Axle Vehicles

	Alabama Street Southbound				Palmetto Avenue Westbound				Alabama Street Northbound				Palmetto Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
04:30 PM	0	2	0	2	0	0	0	0	0	2	2	4	0	0	0	0	6
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	3	0	3	0	0	0	0	0	4	5	9	1	0	0	1	13
05:00 PM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	3
05:15 PM	0	2	0	2	0	0	0	0	0	1	1	2	1	0	0	1	5
05:30 PM	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	5	2	7	0	0	0	0	0	4	3	7	1	0	0	1	15
Grand Total	0	8	2	10	0	0	0	0	0	8	8	16	2	0	0	2	28
Apprch %	0	80	20		0	0	0		0	50	50		100	0	0		
Total %	0	28.6	7.1	35.7	0	0	0	0	0	28.6	28.6	57.1	7.1	0	0	7.1	

	Alabama Street Southbound				Palmetto Avenue Westbound				Alabama Street Northbound				Palmetto Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	**1**	0	0	**1**	2
05:00 PM	0	0	0	0	0	0	0	0	0	**1**	**2**	**3**	0	0	0	0	3
05:15 PM	0	2	0	2	0	0	0	0	0	1	1	2	1	0	0	1	**5**
05:30 PM	0	**3**	**1**	**4**	0	0	0	0	0	0	0	0	0	0	0	0	4
Total Volume	0	6	1	7	0	0	0	0	0	2	3	5	2	0	0	2	14
% App. Total	0	85.7	14.3		0	0	0		0	40	60		100	0	0		
PHF	.000	.500	.250	.438	.000	.000	.000	.000	.000	.500	.375	.417	.500	.000	.000	.500	.700

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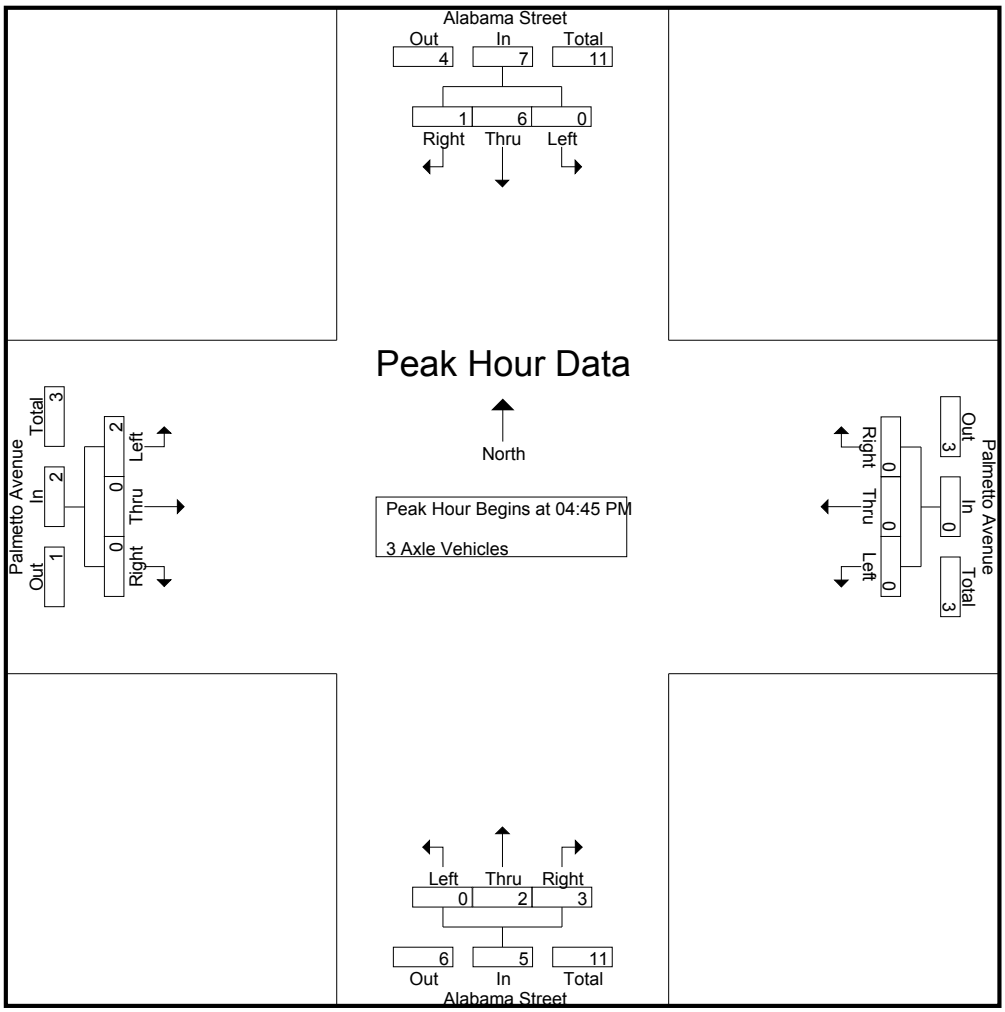

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	**1**	0	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	**1**	**2**	**3**	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	1	1	2	1	0	0	1
+45 mins.	0	**3**	**1**	**4**	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	6	1	7	0	0	0	0	0	2	3	5	2	0	0	2
% App. Total	0	85.7	14.3		0	0	0		0	40	60		100	0	0	
PHF	.000	.500	.250	.438	.000	.000	.000	.000	.000	.500	.375	.417	.500	.000	.000	.500

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File Name : 05_CSB_Alabama_Palmetto PM
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Groups Printed- 4+ Axle Trucks

	Alabama Street Southbound				Palmetto Avenue Westbound				Alabama Street Northbound				Palmetto Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	0	3	0	1	0	1	0	5	1	6	1	1	0	2	12
04:15 PM	0	0	1	1	0	0	0	0	0	9	1	10	1	0	0	1	12
04:30 PM	0	4	0	4	0	0	0	0	1	8	2	11	2	1	0	3	18
04:45 PM	0	4	1	5	0	0	0	0	0	3	0	3	0	0	0	0	8
Total	0	11	2	13	0	1	0	1	1	25	4	30	4	2	0	6	50
05:00 PM	0	1	2	3	0	0	0	0	0	7	0	7	3	0	0	3	13
05:15 PM	0	3	1	4	0	0	0	0	0	3	0	3	3	0	0	3	10
05:30 PM	0	4	1	5	0	0	0	0	0	3	0	3	1	0	0	1	9
05:45 PM	0	3	3	6	0	1	0	1	0	6	0	6	2	0	0	2	15
Total	0	11	7	18	0	1	0	1	0	19	0	19	9	0	0	9	47
Grand Total	0	22	9	31	0	2	0	2	1	44	4	49	13	2	0	15	97
Apprch %	0	71	29		0	100	0		2	89.8	8.2		86.7	13.3	0		
Total %	0	22.7	9.3	32	0	2.1	0	2.1	1	45.4	4.1	50.5	13.4	2.1	0	15.5	

	Alabama Street Southbound				Palmetto Avenue Westbound				Alabama Street Northbound				Palmetto Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**4**	1	**5**	0	0	0	0	0	3	0	3	0	0	0	0	8
05:00 PM	0	1	**2**	3	0	0	0	0	0	**7**	0	**7**	**3**	0	0	**3**	**13**
05:15 PM	0	3	1	4	0	0	0	0	0	3	0	3	3	0	0	3	10
05:30 PM	0	4	1	5	0	0	0	0	0	3	0	3	1	0	0	1	9
Total Volume	0	12	5	17	0	0	0	0	0	16	0	16	7	0	0	7	40
% App. Total	0	70.6	29.4		0	0	0		0	100	0		100	0	0		
PHF	.000	.750	.625	.850	.000	.000	.000	.000	.000	.571	.000	.571	.583	.000	.000	.583	.769

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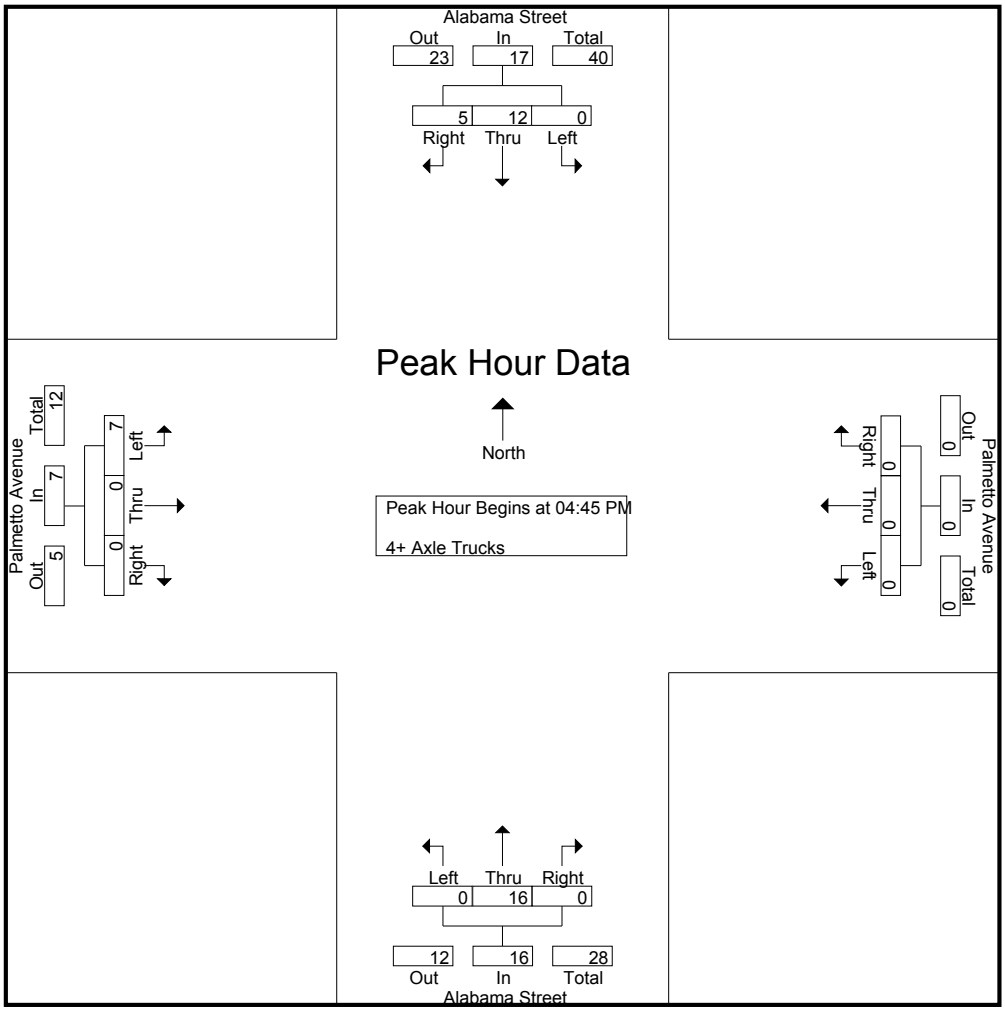

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	**4**	1	**5**	0	0	0	0	0	3	0	3	0	0	0	0
+15 mins.	0	1	**2**	3	0	0	0	0	0	**7**	0	**7**	**3**	0	0	**3**
+30 mins.	0	3	1	4	0	0	0	0	0	3	0	3	3	0	0	3
+45 mins.	0	4	1	5	0	0	0	0	0	3	0	3	1	0	0	1
Total Volume	0	12	5	17	0	0	0	0	0	16	0	16	7	0	0	7
% App. Total	0	70.6	29.4		0	0	0		0	100	0		100	0	0	
PHF	.000	.750	.625	.850	.000	.000	.000	.000	.000	.571	.000	.571	.583	.000	.000	.583

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File Name : 06_CSB_Alabama_San Bern AM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	19	48	11	78	24	79	47	150	25	42	21	88	11	21	7	39	355
07:15 AM	10	80	18	108	27	77	36	140	34	57	19	110	7	15	2	24	382
07:30 AM	17	89	18	124	43	78	15	136	16	34	9	59	6	37	9	52	371
07:45 AM	8	99	18	125	53	112	8	173	26	43	19	88	9	31	5	45	431
Total	54	316	65	435	147	346	106	599	101	176	68	345	33	104	23	160	1539
08:00 AM	6	72	15	93	43	77	12	132	30	44	26	100	10	36	12	58	383
08:15 AM	5	68	15	88	44	71	12	127	17	42	18	77	7	34	14	55	347
08:30 AM	6	81	8	95	37	55	8	100	5	43	16	64	4	31	14	49	308
08:45 AM	16	81	10	107	57	62	6	125	9	36	13	58	3	16	5	24	314
Total	33	302	48	383	181	265	38	484	61	165	73	299	24	117	45	186	1352
Grand Total	87	618	113	818	328	611	144	1083	162	341	141	644	57	221	68	346	2891
Apprch %	10.6	75.6	13.8		30.3	56.4	13.3		25.2	53	21.9		16.5	63.9	19.7		
Total %	3	21.4	3.9	28.3	11.3	21.1	5	37.5	5.6	11.8	4.9	22.3	2	7.6	2.4	12	
Passenger Vehicles	81	539	105	725	316	592	132	1040	151	288	134	573	50	208	65	323	2661
% Passenger Vehicles	93.1	87.2	92.9	88.6	96.3	96.9	91.7	96	93.2	84.5	95	89	87.7	94.1	95.6	93.4	92
Large 2 Axle Vehicles	3	7	1	11	8	7	1	16	8	6	6	20	3	7	2	12	59
% Large 2 Axle Vehicles	3.4	1.1	0.9	1.3	2.4	1.1	0.7	1.5	4.9	1.8	4.3	3.1	5.3	3.2	2.9	3.5	2
3 Axle Vehicles	3	18	4	25	2	3	3	8	0	11	0	11	4	1	0	5	49
% 3 Axle Vehicles	3.4	2.9	3.5	3.1	0.6	0.5	2.1	0.7	0	3.2	0	1.7	7	0.5	0	1.4	1.7
4+ Axle Trucks	0	54	3	57	2	9	8	19	3	36	1	40	0	5	1	6	122
% 4+ Axle Trucks	0	8.7	2.7	7	0.6	1.5	5.6	1.8	1.9	10.6	0.7	6.2	0	2.3	1.5	1.7	4.2

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	10	80	**18**	108	27	77	**36**	140	**34**	**57**	19	**110**	7	15	2	24	382
07:30 AM	**17**	89	18	124	43	78	15	136	16	34	9	59	6	**37**	9	52	371
07:45 AM	8	**99**	18	**125**	**53**	**112**	8	**173**	26	43	19	88	9	31	5	45	**431**
08:00 AM	6	72	15	93	43	77	12	132	30	44	**26**	100	**10**	36	**12**	**58**	383
Total Volume	41	340	69	450	166	344	71	581	106	178	73	357	32	119	28	179	1567
% App. Total	9.1	75.6	15.3		28.6	59.2	12.2		29.7	49.9	20.4		17.9	66.5	15.6		
PHF	.603	.859	.958	.900	.783	.768	.493	.840	.779	.781	.702	.811	.800	.804	.583	.772	.909

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E/W: San Bernardino Avenue
Weather: Clear

File Name : 06_CSB_Alabama_San Bern AM
Site Code : 06718128
Start Date : 2/21/2018
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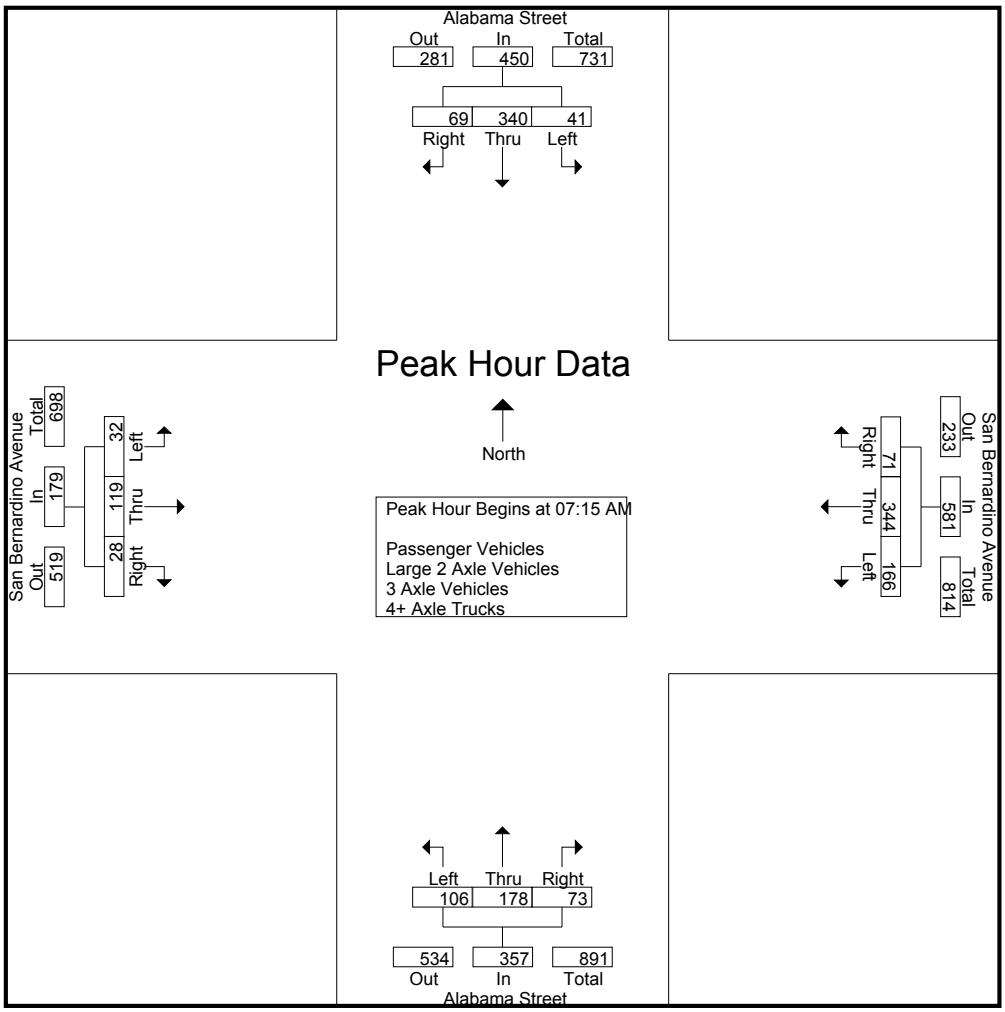

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:30 AM			
+0 mins.	10	80	**18**	108	24	79	**47**	150	**34**	**57**	19	**110**	6	**37**	9	52
+15 mins.	**17**	89	18	124	27	77	36	140	16	34	9	59	9	31	5	45
+30 mins.	8	**99**	18	**125**	43	78	15	136	26	43	19	88	**10**	36	12	**58**
+45 mins.	6	72	15	93	**53**	**112**	8	**173**	30	44	**26**	100	7	34	**14**	55
Total Volume	41	340	69	450	147	346	106	599	106	178	73	357	32	138	40	210
% App. Total	9.1	75.6	15.3		24.5	57.8	17.7		29.7	49.9	20.4		15.2	65.7	19	
PHF	.603	.859	.958	.900	.693	.772	.564	.866	.779	.781	.702	.811	.800	.932	.714	.905

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

County of San Bernardino
N/S: Alabama Street
E/W: San Bernardino Avenue
Weather: Clear

File Name : 06_CSB_Alabama_San Bern AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Passenger Vehicles

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	17	41	11	69	23	78	47	148	21	34	21	76	11	20	7	38	331
07:15 AM	9	71	15	95	26	74	36	136	32	49	18	99	5	13	2	20	350
07:30 AM	16	76	16	108	42	76	13	131	16	31	9	56	5	34	9	48	343
07:45 AM	8	90	18	116	52	110	8	170	25	38	17	80	8	30	5	43	409
Total	50	278	60	388	143	338	104	585	94	152	65	311	29	97	23	149	1433
08:00 AM	5	60	14	79	42	75	9	126	27	38	26	91	9	36	11	56	352
08:15 AM	5	61	13	79	39	67	8	114	17	36	16	69	7	32	13	52	314
08:30 AM	5	71	8	84	36	53	7	96	5	33	15	53	3	29	13	45	278
08:45 AM	16	69	10	95	56	59	4	119	8	29	12	49	2	14	5	21	284
Total	31	261	45	337	173	254	28	455	57	136	69	262	21	111	42	174	1228
Grand Total	81	539	105	725	316	592	132	1040	151	288	134	573	50	208	65	323	2661
Apprch %	11.2	74.3	14.5		30.4	56.9	12.7		26.4	50.3	23.4		15.5	64.4	20.1		
Total %	3	20.3	3.9	27.2	11.9	22.2	5	39.1	5.7	10.8	5	21.5	1.9	7.8	2.4	12.1	

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	9	71	15	95	26	74	**36**	136	**32**	**49**	18	**99**	5	13	2	20	350
07:30 AM	**16**	76	16	108	42	76	13	131	16	31	9	56	5	34	9	48	343
07:45 AM	8	**90**	**18**	**116**	**52**	**110**	8	**170**	25	38	17	80	8	30	5	43	**409**
08:00 AM	5	60	14	79	42	75	9	126	27	38	**26**	91	**9**	**36**	**11**	**56**	352
Total Volume	38	297	63	398	162	335	66	563	100	156	70	326	27	113	27	167	1454
% App. Total	9.5	74.6	15.8		28.8	59.5	11.7		30.7	47.9	21.5		16.2	67.7	16.2		
PHF	.594	.825	.875	.858	.779	.761	.458	.828	.781	.796	.673	.823	.750	.785	.614	.746	.889

Counts Unlimited
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County of San Bernardino
N/S: Alabama Street
E/W: San Bernardino Avenue
Weather: Clear

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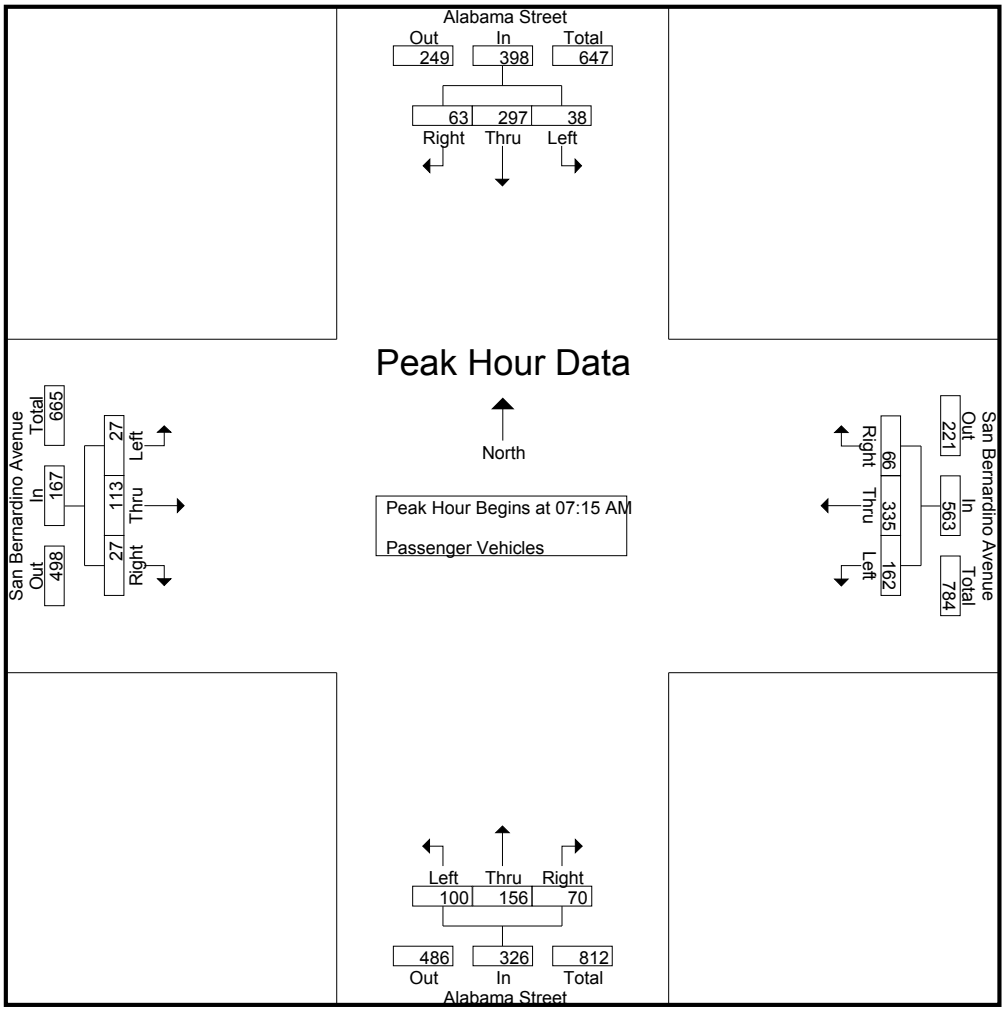

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	9	71	15	95	26	74	**36**	136	**32**	**49**	18	**99**	5	13	2	20
+15 mins.	**16**	76	16	108	42	76	13	131	16	31	9	56	5	34	9	48
+30 mins.	8	**90**	**18**	**116**	**52**	**110**	8	**170**	25	38	17	80	8	30	5	43
+45 mins.	5	60	14	79	42	75	9	126	27	38	**26**	91	**9**	**36**	**11**	**56**
Total Volume	38	297	63	398	162	335	66	563	100	156	70	326	27	113	27	167
% App. Total	9.5	74.6	15.8		28.8	59.5	11.7		30.7	47.9	21.5		16.2	67.7	16.2	
PHF	.594	.825	.875	.858	.779	.761	.458	.828	.781	.796	.673	.823	.750	.785	.614	.746

Counts Unlimited
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County of San Bernardino
N/S: Alabama Street
E/W: San Bernardino Avenue
Weather: Clear

File Name : 06_CSB_Alabama_San Bern AM
Site Code : 06718128
Start Date : 2/21/2018
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Groups Printed- Large 2 Axle Vehicles

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	1	1	0	2	3	1	0	4	0	0	0	0	7
07:15 AM	1	0	1	2	1	1	0	2	1	2	1	4	1	0	0	1	9
07:30 AM	1	1	0	2	1	2	0	3	0	0	0	0	1	2	0	3	8
07:45 AM	0	0	0	0	0	0	0	0	1	1	2	4	0	1	0	1	5
Total	2	2	1	5	3	4	0	7	5	4	3	12	2	3	0	5	29
08:00 AM	1	2	0	3	1	1	0	2	2	0	0	2	0	0	1	1	8
08:15 AM	0	2	0	2	3	1	1	5	0	2	1	3	0	2	0	2	12
08:30 AM	0	0	0	0	1	1	0	2	0	0	1	1	0	2	1	3	6
08:45 AM	0	1	0	1	0	0	0	0	1	0	1	2	1	0	0	1	4
Total	1	5	0	6	5	3	1	9	3	2	3	8	1	4	2	7	30
Grand Total	3	7	1	11	8	7	1	16	8	6	6	20	3	7	2	12	59
Apprch %	27.3	63.6	9.1		50	43.8	6.2		40	30	30		25	58.3	16.7		
Total %	5.1	11.9	1.7	18.6	13.6	11.9	1.7	27.1	13.6	10.2	10.2	33.9	5.1	11.9	3.4	20.3	

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	0	**1**	2	**1**	1	0	2	1	**2**	1	**4**	**1**	0	0	1	**9**
07:30 AM	1	1	0	2	1	**2**	0	**3**	0	0	0	0	1	**2**	0	**3**	8
07:45 AM	0	0	0	0	0	0	0	0	1	1	**2**	4	0	1	0	1	5
08:00 AM	1	**2**	0	**3**	1	1	0	2	**2**	0	0	2	0	0	**1**	1	8
Total Volume	3	3	1	7	3	4	0	7	4	3	3	10	2	3	1	6	30
% App. Total	42.9	42.9	14.3		42.9	57.1	0		40	30	30		33.3	50	16.7		
PHF	.750	.375	.250	.583	.750	.500	.000	.583	.500	.375	.375	.625	.500	.375	.250	.500	.833

Counts Unlimited
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County of San Bernardino
N/S: Alabama Street
E/W: San Bernardino Avenue
Weather: Clear

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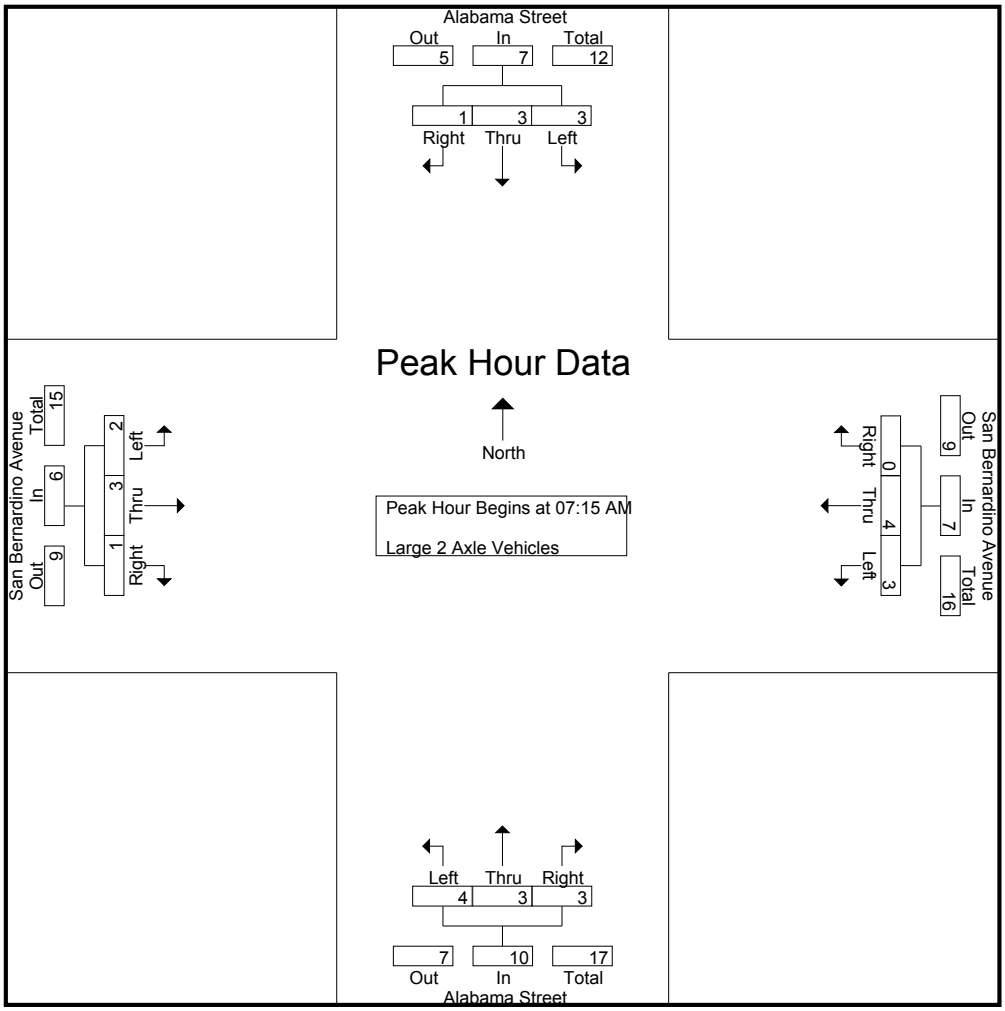

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**1**	0	**1**	2	**1**	1	0	2	1	**2**	1	**4**	**1**	0	0	1
+15 mins.	1	1	0	2	1	**2**	0	**3**	0	0	0	0	1	**2**	0	**3**
+30 mins.	0	0	0	0	0	0	0	0	1	1	**2**	4	0	1	0	1
+45 mins.	1	**2**	0	**3**	1	1	0	2	**2**	0	0	2	0	0	**1**	1
Total Volume	3	3	1	7	3	4	0	7	4	3	3	10	2	3	1	6
% App. Total	42.9	42.9	14.3		42.9	57.1	0		40	30	30		33.3	50	16.7	
PHF	.750	.375	.250	.583	.750	.500	.000	.583	.500	.375	.375	.625	.500	.375	.250	.500

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County of San Bernardino
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Weather: Clear

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Groups Printed- 3 Axle Vehicles

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	1	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
07:15 AM	0	3	0	3	0	0	0	0	0	1	0	1	1	0	0	1	5
07:30 AM	0	2	2	4	0	0	1	1	0	0	0	0	0	0	0	0	5
07:45 AM	0	1	0	1	0	1	0	1	0	1	0	1	1	0	0	1	4
Total	2	7	2	11	0	1	1	2	0	5	0	5	2	0	0	2	20
08:00 AM	0	2	1	3	0	0	0	0	0	2	0	2	1	0	0	1	6
08:15 AM	0	2	1	3	1	2	2	5	0	0	0	0	0	0	0	0	8
08:30 AM	1	2	0	3	0	0	0	0	0	3	0	3	1	0	0	1	7
08:45 AM	0	5	0	5	1	0	0	1	0	1	0	1	0	1	0	1	8
Total	1	11	2	14	2	2	2	6	0	6	0	6	2	1	0	3	29
Grand Total	3	18	4	25	2	3	3	8	0	11	0	11	4	1	0	5	49
Apprch %	12	72	16		25	37.5	37.5		0	100	0		80	20	0		
Total %	6.1	36.7	8.2	51	4.1	6.1	6.1	16.3	0	22.4	0	22.4	8.2	2	0	10.2	

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**3**	0	3	0	0	0	0	0	1	0	1	**1**	0	0	**1**	5
07:30 AM	0	2	**2**	**4**	0	0	**1**	**1**	0	0	0	0	0	0	0	0	5
07:45 AM	0	1	0	1	0	**1**	0	1	0	1	0	1	1	0	0	1	4
08:00 AM	0	2	1	3	0	0	0	0	0	**2**	0	**2**	1	0	0	1	**6**
Total Volume	0	8	3	11	0	1	1	2	0	4	0	4	3	0	0	3	20
% App. Total	0	72.7	27.3		0	50	50		0	100	0		100	0	0		
PHF	.000	.667	.375	.688	.000	.250	.250	.500	.000	.500	.000	.500	.750	.000	.000	.750	.833

Counts Unlimited
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County of San Bernardino
N/S: Alabama Street
E/W: San Bernardino Avenue
Weather: Clear

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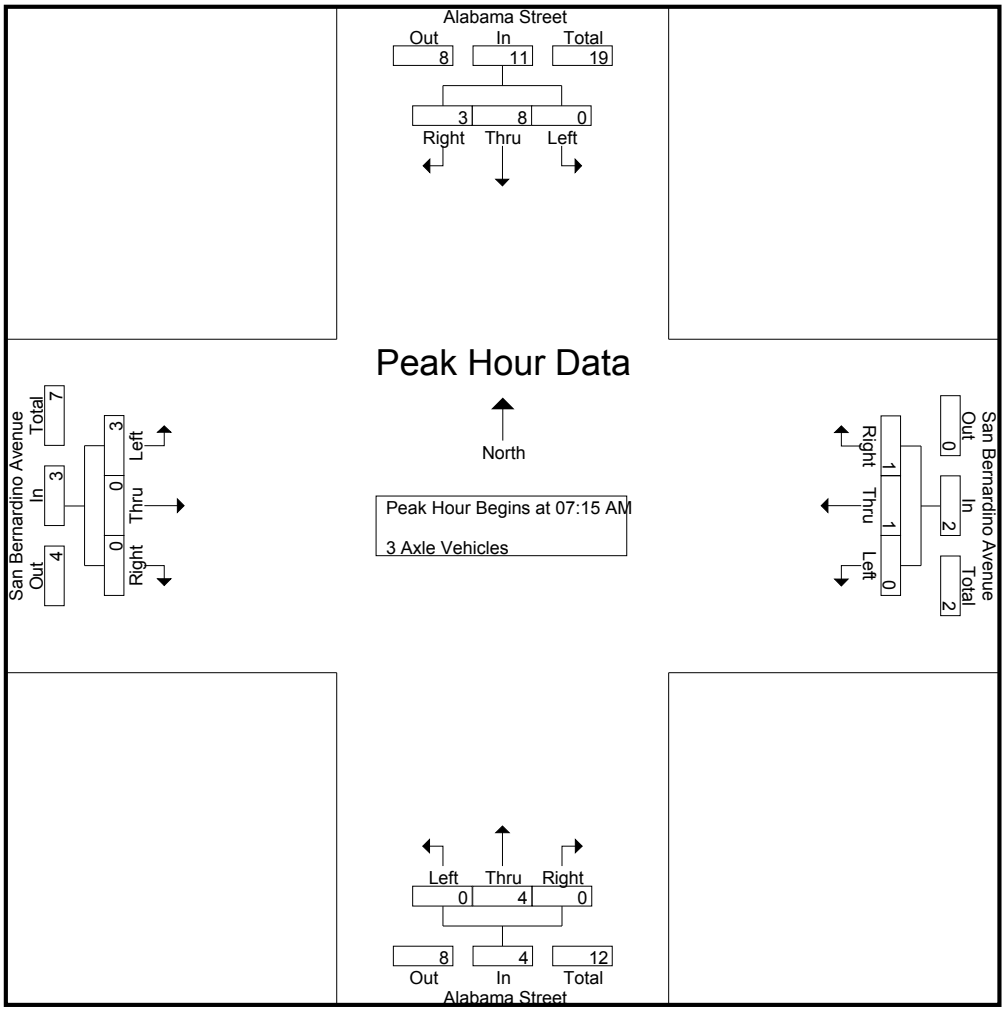

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**3**	0	3	0	0	0	0	0	1	0	1	**1**	0	0	**1**
+15 mins.	0	2	**2**	**4**	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	**1**	0	1	0	1	0	1	1	0	0	1
+45 mins.	0	2	1	3	0	0	0	0	0	**2**	0	**2**	1	0	0	1
Total Volume	0	8	3	11	0	1	1	2	0	4	0	4	3	0	0	3
% App. Total	0	72.7	27.3		0	50	50		0	100	0		100	0	0	
PHF	.000	.667	.375	.688	.000	.250	.250	.500	.000	.500	.000	.500	.750	.000	.000	.750

Counts Unlimited
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County of San Bernardino
N/S: Alabama Street
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Weather: Clear

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Groups Printed- 4+ Axle Trucks

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	0	5	0	0	0	0	1	4	0	5	0	1	0	1	11
07:15 AM	0	6	2	8	0	2	0	2	1	5	0	6	0	2	0	2	18
07:30 AM	0	10	0	10	0	0	1	1	0	3	0	3	0	1	0	1	15
07:45 AM	0	8	0	8	1	1	0	2	0	3	0	3	0	0	0	0	13
Total	0	29	2	31	1	3	1	5	2	15	0	17	0	4	0	4	57
08:00 AM	0	8	0	8	0	1	3	4	1	4	0	5	0	0	0	0	17
08:15 AM	0	3	1	4	1	1	1	3	0	4	1	5	0	0	1	1	13
08:30 AM	0	8	0	8	0	1	1	2	0	7	0	7	0	0	0	0	17
08:45 AM	0	6	0	6	0	3	2	5	0	6	0	6	0	1	0	1	18
Total	0	25	1	26	1	6	7	14	1	21	1	23	0	1	1	2	65
Grand Total	0	54	3	57	2	9	8	19	3	36	1	40	0	5	1	6	122
Apprch %	0	94.7	5.3		10.5	47.4	42.1		7.5	90	2.5		0	83.3	16.7		
Total %	0	44.3	2.5	46.7	1.6	7.4	6.6	15.6	2.5	29.5	0.8	32.8	0	4.1	0.8	4.9	

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	6	**2**	8	0	**2**	0	2	**1**	**5**	0	**6**	0	**2**	0	**2**	**18**
07:30 AM	0	**10**	0	**10**	0	0	1	1	0	3	0	3	0	1	0	1	15
07:45 AM	0	8	0	8	**1**	1	0	2	0	3	0	3	0	0	0	0	13
08:00 AM	0	8	0	8	0	1	**3**	**4**	1	4	0	5	0	0	0	0	17
Total Volume	0	32	2	34	1	4	4	9	2	15	0	17	0	3	0	3	63
% App. Total	0	94.1	5.9		11.1	44.4	44.4		11.8	88.2	0		0	100	0		
PHF	.000	.800	.250	.850	.250	.500	.333	.563	.500	.750	.000	.708	.000	.375	.000	.375	.875

Counts Unlimited
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County of San Bernardino
N/S: Alabama Street
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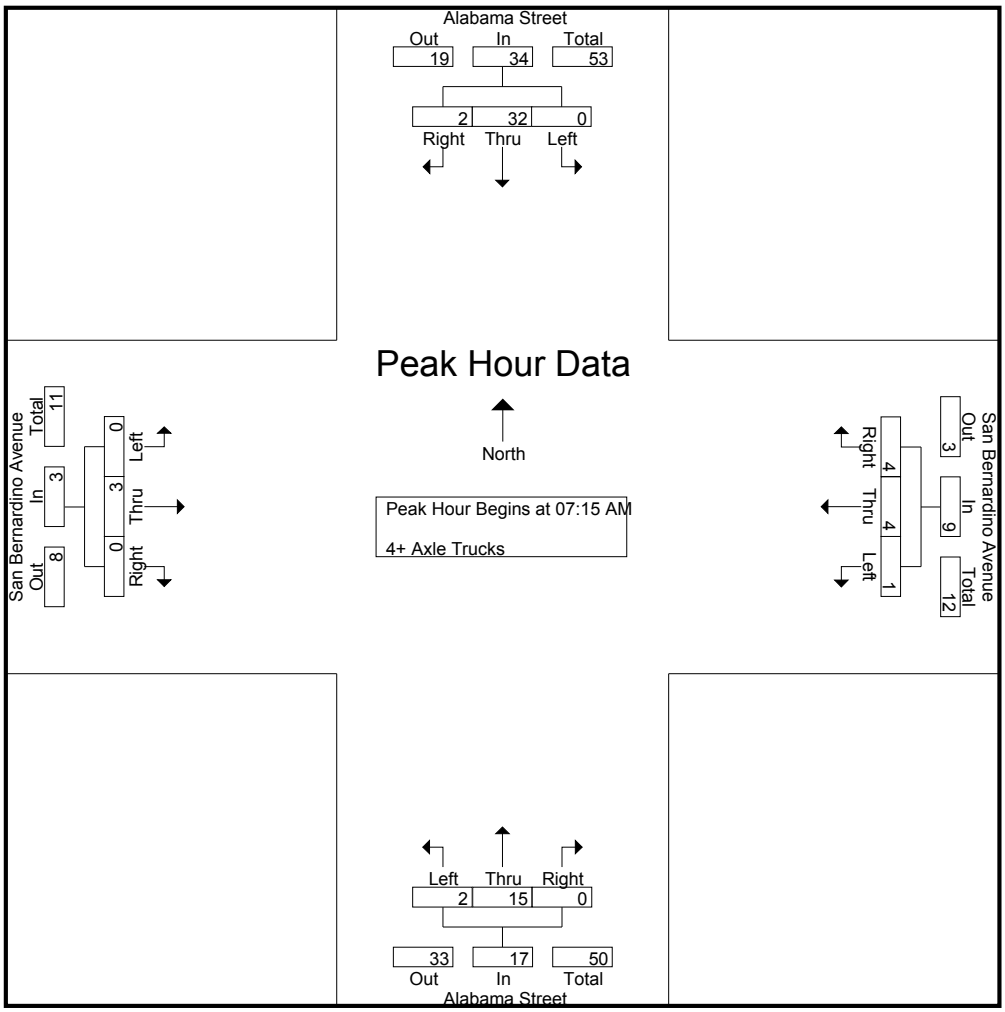

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	6	**2**	8	0	**2**	0	2	**1**	**5**	0	**6**	0	**2**	0	**2**
+15 mins.	0	**10**	0	**10**	0	0	1	1	0	3	0	3	0	1	0	1
+30 mins.	0	8	0	8	**1**	1	0	2	0	3	0	3	0	0	0	0
+45 mins.	0	8	0	8	0	1	**3**	**4**	1	4	0	5	0	0	0	0
Total Volume	0	32	2	34	1	4	4	9	2	15	0	17	0	3	0	3
% App. Total	0	94.1	5.9		11.1	44.4	44.4		11.8	88.2	0		0	100	0	
PHF	.000	.800	.250	.850	.250	.500	.333	.563	.500	.750	.000	.708	.000	.375	.000	.375

Counts Unlimited
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County of San Bernardino
N/S: Alabama Street
E/W: San Bernardino Avenue
Weather: Clear

File Name : 06_CSB_Alabama_San Bern PM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	27	73	7	107	35	40	30	105	11	112	49	172	15	98	19	132	516
04:15 PM	29	102	6	137	34	20	23	77	14	81	31	126	29	110	13	152	492
04:30 PM	36	81	12	129	35	35	29	99	7	106	58	171	25	123	18	166	565
04:45 PM	35	105	15	155	29	38	41	108	11	79	53	143	20	118	21	159	565
Total	127	361	40	528	133	133	123	389	43	378	191	612	89	449	71	609	2138
05:00 PM	24	86	8	118	34	34	24	92	6	117	74	197	31	135	21	187	594
05:15 PM	47	109	14	170	23	32	36	91	10	102	55	167	33	156	11	200	628
05:30 PM	36	115	13	164	28	47	36	111	13	98	46	157	24	156	18	198	630
05:45 PM	28	93	15	136	35	42	38	115	7	110	55	172	28	120	16	164	587
Total	135	403	50	588	120	155	134	409	36	427	230	693	116	567	66	749	2439
Grand Total	262	764	90	1116	253	288	257	798	79	805	421	1305	205	1016	137	1358	4577
Apprch %	23.5	68.5	8.1		31.7	36.1	32.2		6.1	61.7	32.3		15.1	74.8	10.1		
Total %	5.7	16.7	2	24.4	5.5	6.3	5.6	17.4	1.7	17.6	9.2	28.5	4.5	22.2	3	29.7	
Passenger Vehicles	255	714	79	1048	248	275	244	767	76	754	416	1246	194	1007	135	1336	4397
% Passenger Vehicles	97.3	93.5	87.8	93.9	98	95.5	94.9	96.1	96.2	93.7	98.8	95.5	94.6	99.1	98.5	98.4	96.1
Large 2 Axle Vehicles	0	10	6	16	4	8	4	16	1	8	5	14	2	4	1	7	53
% Large 2 Axle Vehicles	0	1.3	6.7	1.4	1.6	2.8	1.6	2	1.3	1	1.2	1.1	1	0.4	0.7	0.5	1.2
3 Axle Vehicles	1	9	2	12	0	0	1	1	0	5	0	5	4	1	0	5	23
% 3 Axle Vehicles	0.4	1.2	2.2	1.1	0	0	0.4	0.1	0	0.6	0	0.4	2	0.1	0	0.4	0.5
4+ Axle Trucks	6	31	3	40	1	5	8	14	2	38	0	40	5	4	1	10	104
% 4+ Axle Trucks	2.3	4.1	3.3	3.6	0.4	1.7	3.1	1.8	2.5	4.7	0	3.1	2.4	0.4	0.7	0.7	2.3

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	24	86	8	118	34	34	24	92	6	**117**	**74**	**197**	31	135	**21**	187	594
05:15 PM	**47**	109	14	**170**	23	32	36	91	10	102	55	167	**33**	**156**	11	**200**	628
05:30 PM	36	**115**	13	164	28	**47**	36	111	**13**	98	46	157	24	156	18	198	**630**
05:45 PM	28	93	**15**	136	**35**	42	**38**	**115**	7	110	55	172	28	120	16	164	587
Total Volume	135	403	50	588	120	155	134	409	36	427	230	693	116	567	66	749	2439
% App. Total	23	68.5	8.5		29.3	37.9	32.8		5.2	61.6	33.2		15.5	75.7	8.8		
PHF	.718	.876	.833	.865	.857	.824	.882	.889	.692	.912	.777	.879	.879	.909	.786	.936	.968

Counts Unlimited
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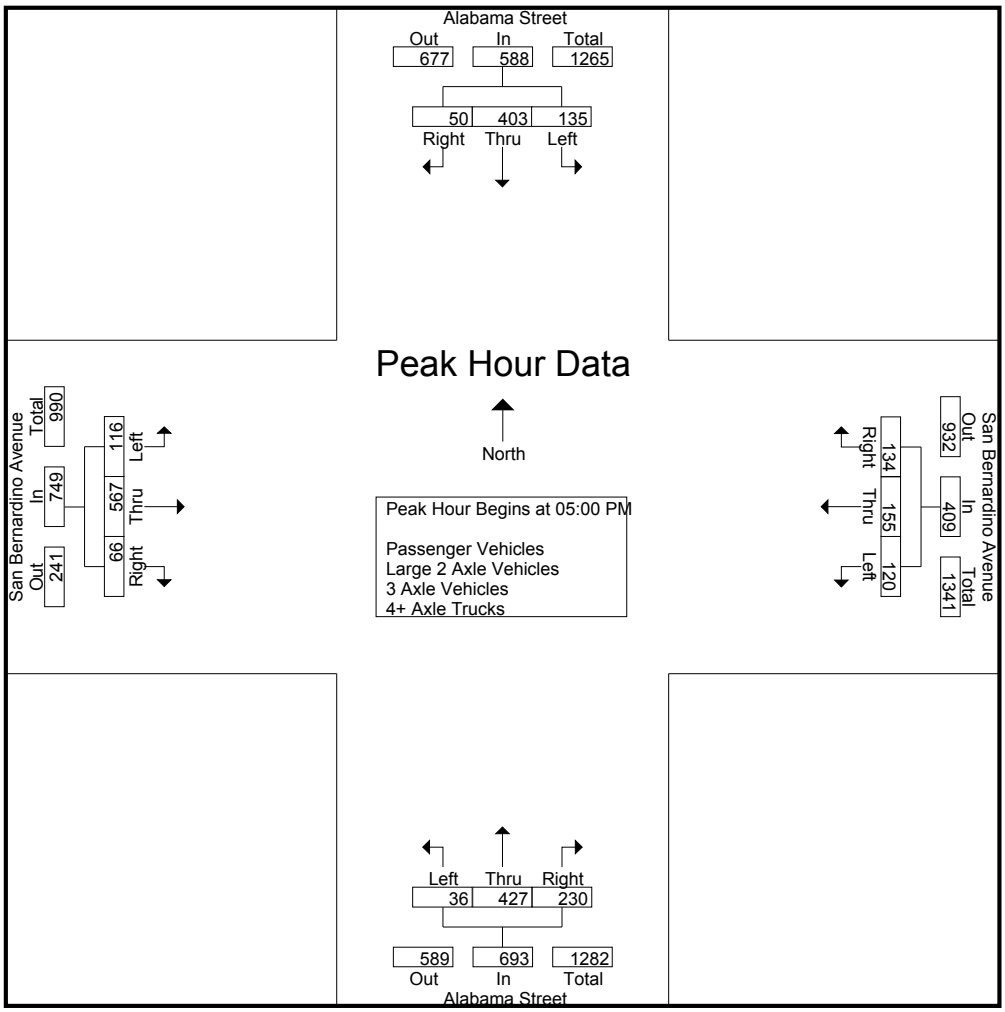
County of San Bernardino
N/S: Alabama Street
E/W: San Bernardino Avenue
Weather: Clear

File Name : 06_CSB_Alabama_San Bern PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	35	105	**15**	155	34	34	24	92	6	**117**	**74**	**197**	31	135	**21**	187
+15 mins.	24	86	8	118	23	32	36	91	10	102	55	167	**33**	**156**	11	**200**
+30 mins.	**47**	109	14	**170**	28	**47**	36	111	**13**	98	46	157	24	156	18	198
+45 mins.	36	**115**	13	164	**35**	42	**38**	**115**	7	110	55	172	28	120	16	164
Total Volume	142	415	50	607	120	155	134	409	36	427	230	693	116	567	66	749
% App. Total	23.4	68.4	8.2		29.3	37.9	32.8		5.2	61.6	33.2		15.5	75.7	8.8	
PHF	.755	.902	.833	.893	.857	.824	.882	.889	.692	.912	.777	.879	.879	.909	.786	.936

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County of San Bernardino
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E/W: San Bernardino Avenue
Weather: Clear

File Name : 06_CSB_Alabama_San Bern PM
Site Code : 06718128
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Groups Printed- Passenger Vehicles

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	27	66	5	98	34	36	27	97	11	103	48	162	14	96	18	128	485
04:15 PM	29	99	6	134	34	19	21	74	13	74	31	118	26	108	13	147	473
04:30 PM	35	75	11	121	35	33	25	93	7	98	57	162	24	122	18	164	540
04:45 PM	32	100	13	145	29	36	39	104	11	75	52	138	18	116	21	155	542
Total	123	340	35	498	132	124	112	368	42	350	188	580	82	442	70	594	2040
05:00 PM	22	81	7	110	32	34	23	89	5	111	74	190	28	135	20	183	572
05:15 PM	46	98	11	155	22	31	36	89	10	97	55	162	32	156	11	199	605
05:30 PM	36	105	11	152	28	45	36	109	13	94	45	152	24	155	18	197	610
05:45 PM	28	90	15	133	34	41	37	112	6	102	54	162	28	119	16	163	570
Total	132	374	44	550	116	151	132	399	34	404	228	666	112	565	65	742	2357
Grand Total	255	714	79	1048	248	275	244	767	76	754	416	1246	194	1007	135	1336	4397
Apprch %	24.3	68.1	7.5		32.3	35.9	31.8		6.1	60.5	33.4		14.5	75.4	10.1		
Total %	5.8	16.2	1.8	23.8	5.6	6.3	5.5	17.4	1.7	17.1	9.5	28.3	4.4	22.9	3.1	30.4	

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	22	81	7	110	32	34	23	89	5	**111**	**74**	**190**	28	135	**20**	183	572
05:15 PM	**46**	98	11	**155**	22	31	36	89	10	97	55	162	**32**	**156**	11	**199**	605
05:30 PM	36	**105**	11	152	28	**45**	36	109	**13**	94	45	152	24	155	18	197	**610**
05:45 PM	28	90	**15**	133	**34**	41	**37**	**112**	6	102	54	162	28	119	16	163	570
Total Volume	132	374	44	550	116	151	132	399	34	404	228	666	112	565	65	742	2357
% App. Total	24	68	8		29.1	37.8	33.1		5.1	60.7	34.2		15.1	76.1	8.8		
PHF	.717	.890	.733	.887	.853	.839	.892	.891	.654	.910	.770	.876	.875	.905	.813	.932	.966

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County of San Bernardino
N/S: Alabama Street
E/W: San Bernardino Avenue
Weather: Clear

File Name : 06_CSB_Alabama_San Bern PM
Site Code : 06718128
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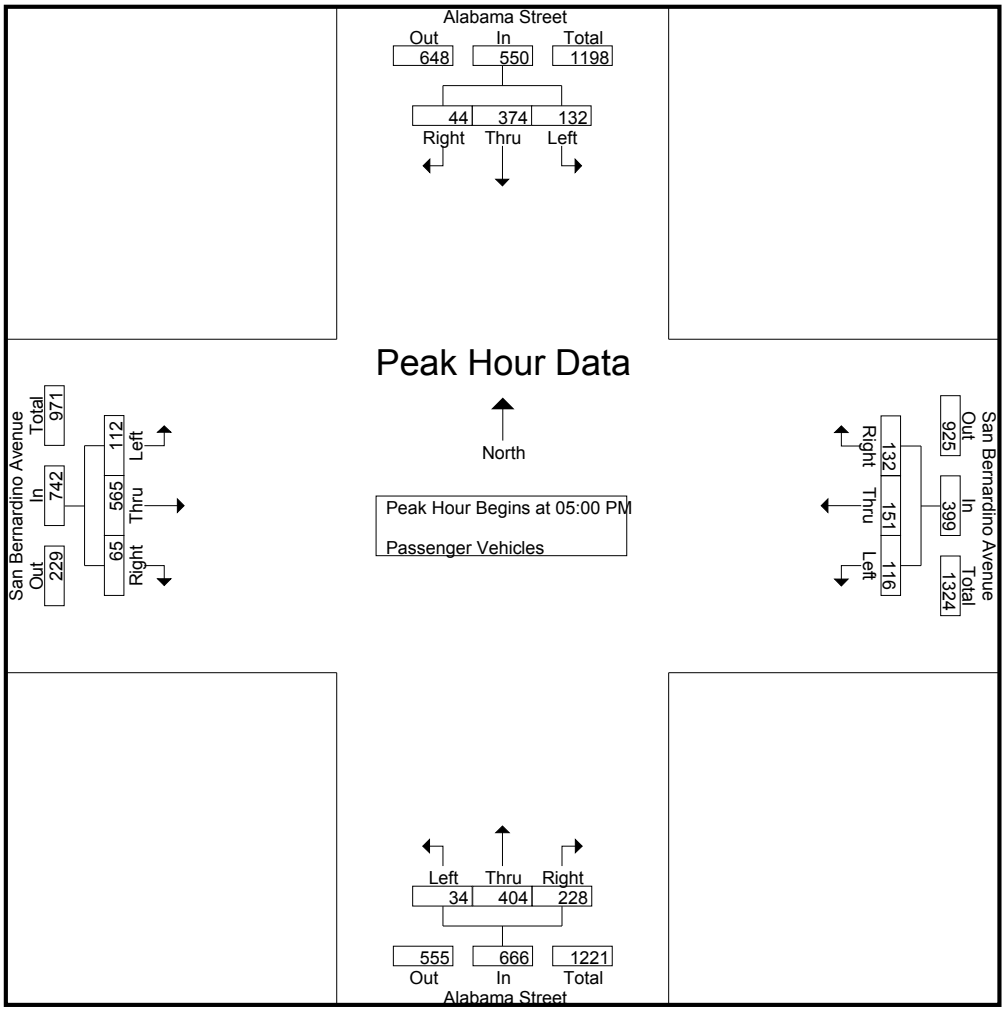

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	22	81	7	110	32	34	23	89	5	**111**	**74**	**190**	28	135	**20**	183
+15 mins.	**46**	98	11	**155**	22	31	36	89	10	97	55	162	**32**	**156**	11	**199**
+30 mins.	36	**105**	11	152	28	**45**	36	109	**13**	94	45	152	24	155	18	197
+45 mins.	28	90	**15**	133	**34**	41	**37**	**112**	6	102	54	162	28	119	16	163
Total Volume	132	374	44	550	116	151	132	399	34	404	228	666	112	565	65	742
% App. Total	24	68	8		29.1	37.8	33.1		5.1	60.7	34.2		15.1	76.1	8.8	
PHF	.717	.890	.733	.887	.853	.839	.892	.891	.654	.910	.770	.876	.875	.905	.813	.932

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County of San Bernardino
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Weather: Clear

File Name : 06_CSB_Alabama_San Bern PM
Site Code : 06718128
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Groups Printed- Large 2 Axle Vehicles

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	2	3	1	3	2	6	0	2	1	3	0	2	1	3	15
04:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	1	1	0	2	4
04:30 PM	0	0	0	0	0	2	0	2	0	1	1	2	0	0	0	0	4
04:45 PM	0	1	1	2	0	1	1	2	0	1	1	2	0	0	0	0	6
Total	0	4	3	7	1	6	3	10	0	4	3	7	1	3	1	5	29
05:00 PM	0	1	0	1	1	0	1	2	0	1	0	1	1	0	0	1	5
05:15 PM	0	2	2	4	1	0	0	1	0	1	0	1	0	0	0	0	6
05:30 PM	0	2	1	3	0	1	0	1	0	1	1	2	0	0	0	0	6
05:45 PM	0	1	0	1	1	1	0	2	1	1	1	3	0	1	0	1	7
Total	0	6	3	9	3	2	1	6	1	4	2	7	1	1	0	2	24
Grand Total	0	10	6	16	4	8	4	16	1	8	5	14	2	4	1	7	53
Apprch %	0	62.5	37.5		25	50	25		7.1	57.1	35.7		28.6	57.1	14.3		
Total %	0	18.9	11.3	30.2	7.5	15.1	7.5	30.2	1.9	15.1	9.4	26.4	3.8	7.5	1.9	13.2	

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	0	1	**1**	0	**1**	**2**	0	**1**	0	1	**1**	0	0	**1**	5
05:15 PM	0	**2**	**2**	**4**	1	0	0	1	0	1	0	1	0	0	0	0	6
05:30 PM	0	2	1	3	0	**1**	0	1	0	1	**1**	2	0	0	0	0	6
05:45 PM	0	1	0	1	1	1	0	2	**1**	1	1	**3**	0	**1**	0	1	**7**
Total Volume	0	6	3	9	3	2	1	6	1	4	2	7	1	1	0	2	24
% App. Total	0	66.7	33.3		50	33.3	16.7		14.3	57.1	28.6		50	50	0		
PHF	.000	.750	.375	.563	.750	.500	.250	.750	.250	1.00	.500	.583	.250	.250	.000	.500	.857

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County of San Bernardino
N/S: Alabama Street
E/W: San Bernardino Avenue
Weather: Clear

File Name : 06_CSB_Alabama_San Bern PM
Site Code : 06718128
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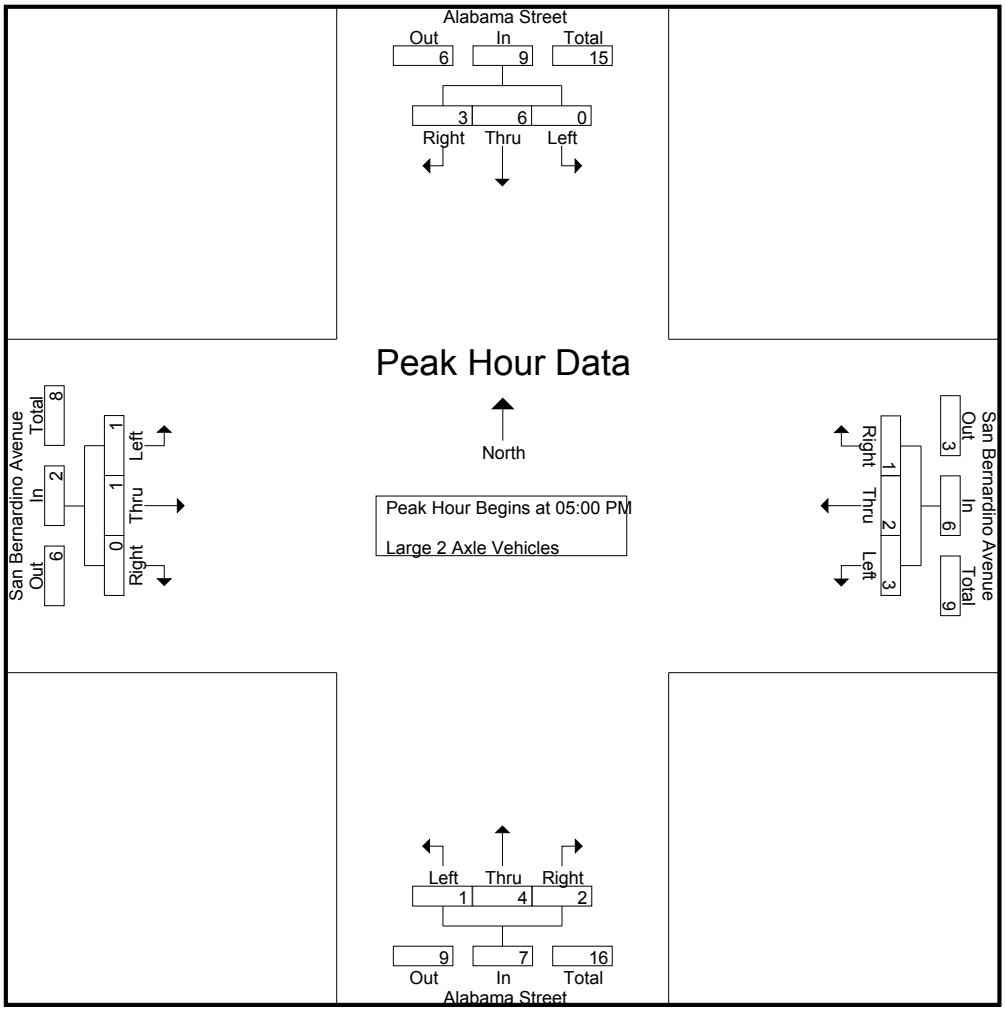

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	1	0	1	**1**	0	**1**	**2**	0	**1**	0	1	**1**	0	0	**1**
+15 mins.	0	**2**	**2**	**4**	1	0	0	1	0	1	0	1	0	0	0	0
+30 mins.	0	2	1	3	0	**1**	0	1	0	1	**1**	2	0	0	0	0
+45 mins.	0	1	0	1	1	1	0	2	**1**	1	1	**3**	0	**1**	0	1
Total Volume	0	6	3	9	3	2	1	6	1	4	2	7	1	1	0	2
% App. Total	0	66.7	33.3		50	33.3	16.7		14.3	57.1	28.6		50	50	0	
PHF	.000	.750	.375	.563	.750	.500	.250	.750	.250	1.000	.500	.583	.250	.250	.000	.500

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County of San Bernardino
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Weather: Clear

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Groups Printed- 3 Axle Vehicles

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	2	0	2	0	0	1	1	0	0	0	0	1	0	0	1	4
04:45 PM	0	1	1	2	0	0	0	0	0	0	0	0	1	0	0	1	3
Total	0	4	1	5	0	0	1	1	0	2	0	2	2	1	0	3	11
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
05:15 PM	0	2	0	2	0	0	0	0	0	2	0	2	1	0	0	1	5
05:30 PM	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	1	5	1	7	0	0	0	0	0	3	0	3	2	0	0	2	12
Grand Total	1	9	2	12	0	0	1	1	0	5	0	5	4	1	0	5	23
Apprch %	8.3	75	16.7		0	0	100		0	100	0		80	20	0		
Total %	4.3	39.1	8.7	52.2	0	0	4.3	4.3	0	21.7	0	21.7	17.4	4.3	0	21.7	

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**1**	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	**1**	2
05:15 PM	0	2	0	2	0	0	0	0	0	**2**	0	**2**	1	0	0	1	**5**
05:30 PM	0	**3**	**1**	**4**	0	0	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	1	5	1	7	0	0	0	0	0	3	0	3	2	0	0	2	12
% App. Total	14.3	71.4	14.3		0	0	0		0	100	0		100	0	0		
PHF	.250	.417	.250	.438	.000	.000	.000	.000	.000	.375	.000	.375	.500	.000	.000	.500	.600

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County of San Bernardino
N/S: Alabama Street
E/W: San Bernardino Avenue
Weather: Clear

File Name : 06_CSB_Alabama_San Bern PM
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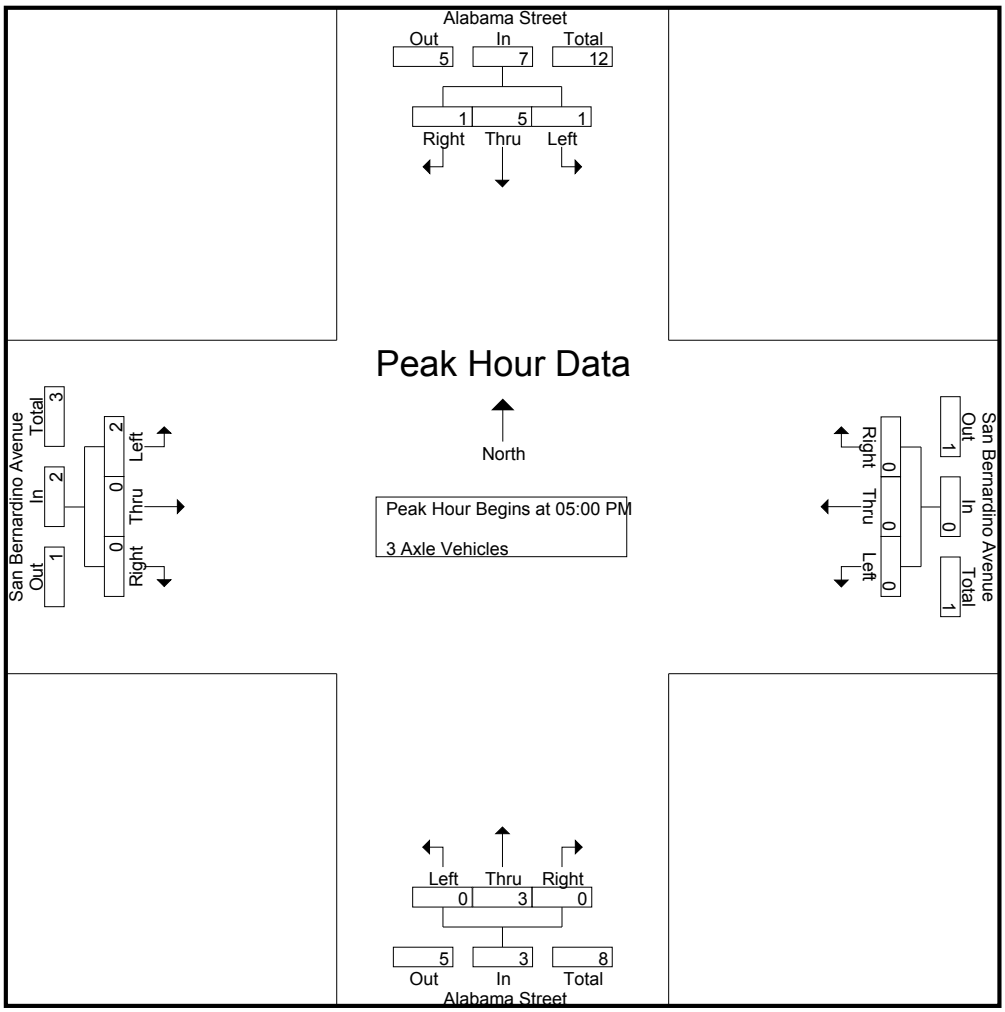

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	**1**	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	**1**
+15 mins.	0	2	0	2	0	0	0	0	0	**2**	0	**2**	1	0	0	1
+30 mins.	0	**3**	**1**	**4**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	1	5	1	7	0	0	0	0	0	3	0	3	2	0	0	2
% App. Total	14.3	71.4	14.3		0	0	0		0	100	0		100	0	0	
PHF	.250	.417	.250	.438	.000	.000	.000	.000	.000	.375	.000	.375	.500	.000	.000	.500

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County of San Bernardino
N/S: Alabama Street
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Groups Printed- 4+ Axle Trucks

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	5	0	5	0	1	1	2	0	5	0	5	1	0	0	1	13
04:15 PM	0	1	0	1	0	1	2	3	1	7	0	8	2	0	0	2	14
04:30 PM	1	4	1	6	0	0	3	3	0	7	0	7	0	1	0	1	17
04:45 PM	3	3	0	6	0	1	1	2	0	3	0	3	1	2	0	3	14
Total	4	13	1	18	0	3	7	10	1	22	0	23	4	3	0	7	58
05:00 PM	1	4	1	6	1	0	0	1	1	5	0	6	1	0	1	2	15
05:15 PM	1	7	1	9	0	1	0	1	0	2	0	2	0	0	0	0	12
05:30 PM	0	5	0	5	0	1	0	1	0	3	0	3	0	1	0	1	10
05:45 PM	0	2	0	2	0	0	1	1	0	6	0	6	0	0	0	0	9
Total	2	18	2	22	1	2	1	4	1	16	0	17	1	1	1	3	46
Grand Total	6	31	3	40	1	5	8	14	2	38	0	40	5	4	1	10	104
Apprch %	15	77.5	7.5		7.1	35.7	57.1		5	95	0		50	40	10		
Total %	5.8	29.8	2.9	38.5	1	4.8	7.7	13.5	1.9	36.5	0	38.5	4.8	3.8	1	9.6	

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**1**	4	**1**	6	**1**	0	0	**1**	**1**	5	0	**6**	**1**	0	**1**	**2**	**15**
05:15 PM	1	**7**	1	**9**	0	**1**	0	1	0	2	0	2	0	0	0	0	12
05:30 PM	0	5	0	5	0	1	0	1	0	3	0	3	0	**1**	0	1	10
05:45 PM	0	2	0	2	0	0	**1**	1	0	**6**	0	6	0	0	0	0	9
Total Volume	2	18	2	22	1	2	1	4	1	16	0	17	1	1	1	3	46
% App. Total	9.1	81.8	9.1		25	50	25		5.9	94.1	0		33.3	33.3	33.3		
PHF	.500	.643	.500	.611	.250	.500	.250	1.00	.250	.667	.000	.708	.250	.250	.250	.375	.767

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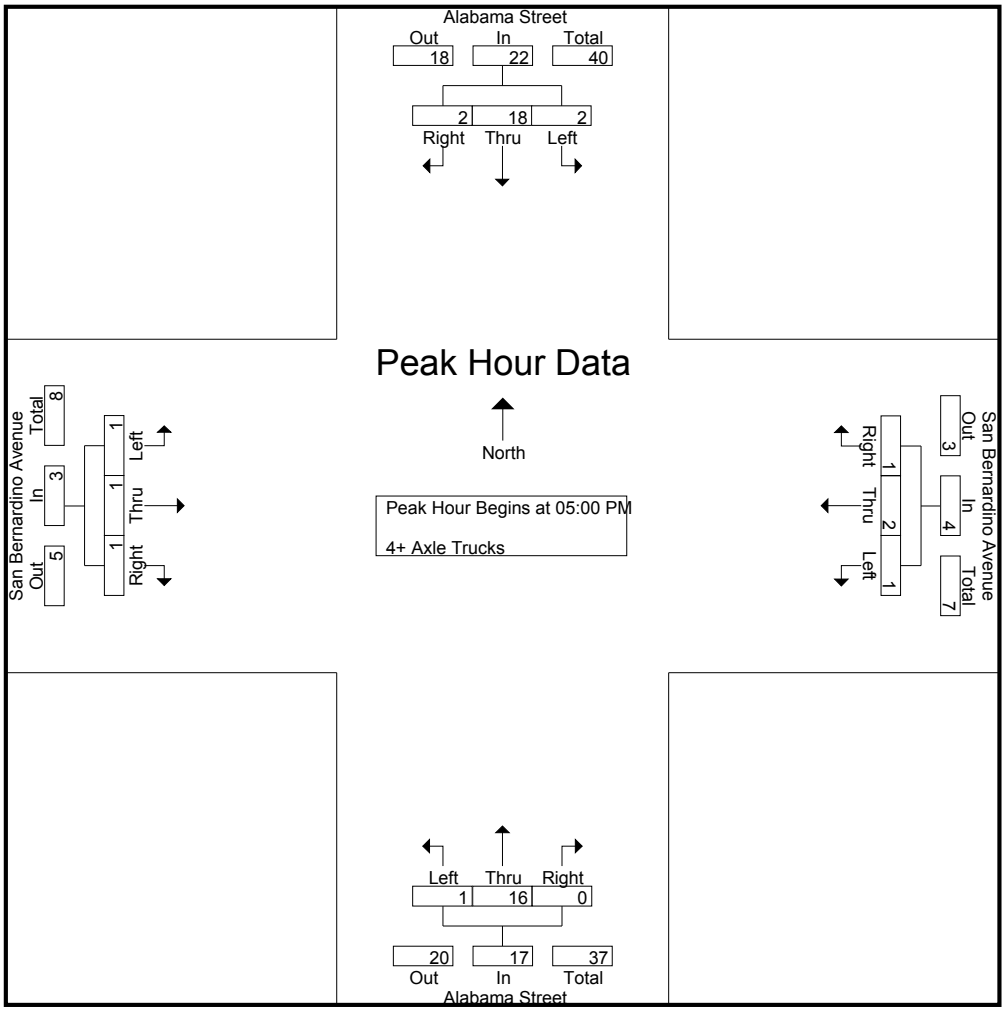
County of San Bernardino
N/S: Alabama Street
E/W: San Bernardino Avenue
Weather: Clear

File Name : 06_CSB_Alabama_San Bern PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	**1**	4	**1**	6	**1**	0	0	**1**	**1**	5	0	**6**	**1**	0	**1**	**2**
+15 mins.	1	**7**	1	**9**	0	**1**	0	1	0	2	0	2	0	0	0	0
+30 mins.	0	5	0	5	0	1	0	1	0	3	0	3	0	**1**	0	1
+45 mins.	0	2	0	2	0	0	**1**	1	0	**6**	0	6	0	0	0	0
Total Volume	2	18	2	22	1	2	1	4	1	16	0	17	1	1	1	3
% App. Total	9.1	81.8	9.1		25	50	25		5.9	94.1	0		33.3	33.3	33.3	
PHF	.500	.643	.500	.611	.250	.500	.250	1.000	.250	.667	.000	.708	.250	.250	.250	.375

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City of Redlands
N/S: Alabama Street
E/W: Lugonia Avenue
Weather: Clear

File Name : 07_RED_Alabama_Lugonia AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	63	14	84	30	55	23	108	15	72	18	105	15	15	7	37	334
07:15 AM	2	69	16	87	39	65	19	123	14	67	20	101	24	13	4	41	352
07:30 AM	7	100	20	127	52	70	11	133	18	62	15	95	11	12	9	32	387
07:45 AM	7	95	36	138	42	89	16	147	22	81	27	130	19	19	12	50	465
Total	23	327	86	436	163	279	69	511	69	282	80	431	69	59	32	160	1538
08:00 AM	11	88	34	133	45	57	11	113	21	98	26	145	17	20	9	46	437
08:15 AM	15	80	22	117	50	53	6	109	12	72	34	118	22	18	10	50	394
08:30 AM	14	71	25	110	42	39	7	88	17	65	27	109	12	29	6	47	354
08:45 AM	12	106	32	150	44	43	7	94	21	84	22	127	17	33	7	57	428
Total	52	345	113	510	181	192	31	404	71	319	109	499	68	100	32	200	1613
Grand Total	75	672	199	946	344	471	100	915	140	601	189	930	137	159	64	360	3151
Apprch %	7.9	71	21		37.6	51.5	10.9		15.1	64.6	20.3		38.1	44.2	17.8		
Total %	2.4	21.3	6.3	30	10.9	14.9	3.2	29	4.4	19.1	6	29.5	4.3	5	2	11.4	
Passenger Vehicles	66	590	193	849	334	461	92	887	135	544	179	858	132	155	61	348	2942
% Passenger Vehicles	88	87.8	97	89.7	97.1	97.9	92	96.9	96.4	90.5	94.7	92.3	96.4	97.5	95.3	96.7	93.4
Large 2 Axle Vehicles	7	23	0	30	7	7	8	22	2	15	7	24	2	2	2	6	82
% Large 2 Axle Vehicles	9.3	3.4	0	3.2	2	1.5	8	2.4	1.4	2.5	3.7	2.6	1.5	1.3	3.1	1.7	2.6
3 Axle Vehicles	1	20	4	25	1	2	0	3	1	11	0	12	2	2	1	5	45
% 3 Axle Vehicles	1.3	3	2	2.6	0.3	0.4	0	0.3	0.7	1.8	0	1.3	1.5	1.3	1.6	1.4	1.4
4+ Axle Trucks	1	39	2	42	2	1	0	3	2	31	3	36	1	0	0	1	82
% 4+ Axle Trucks	1.3	5.8	1	4.4	0.6	0.2	0	0.3	1.4	5.2	1.6	3.9	0.7	0	0	0.3	2.6

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	7	**100**	20	127	**52**	70	11	133	18	62	15	95	11	12	9	32	387
07:45 AM	7	95	**36**	**138**	42	**89**	**16**	**147**	**22**	81	27	130	19	19	**12**	**50**	**465**
08:00 AM	11	88	34	133	45	57	11	113	21	**98**	26	**145**	17	**20**	9	46	437
08:15 AM	**15**	80	22	117	50	53	6	109	12	72	**34**	118	**22**	18	10	50	394
Total Volume	40	363	112	515	189	269	44	502	73	313	102	488	69	69	40	178	1683
% App. Total	7.8	70.5	21.7		37.6	53.6	8.8		15	64.1	20.9		38.8	38.8	22.5		
PHF	.667	.908	.778	.933	.909	.756	.688	.854	.830	.798	.750	.841	.784	.863	.833	.890	.905

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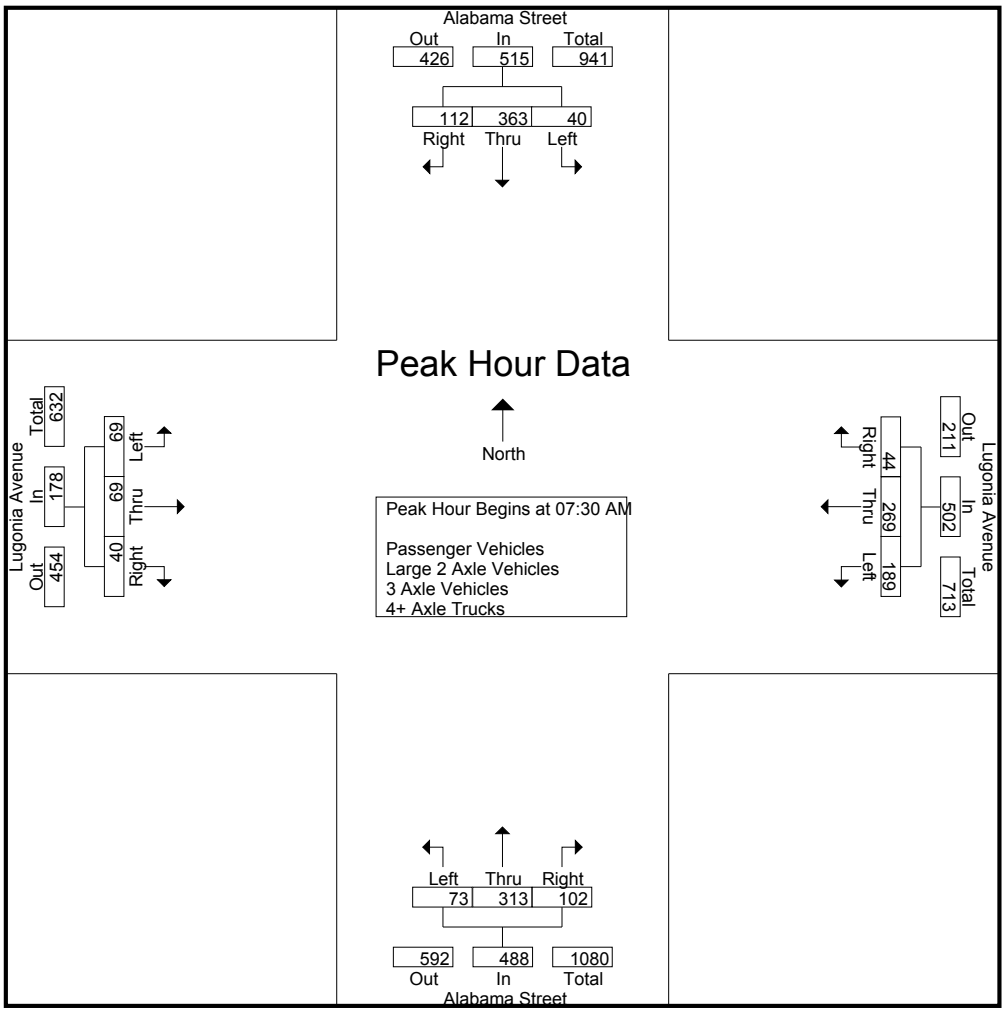
City of Redlands
N/S: Alabama Street
E/W: Lugonia Avenue
Weather: Clear

File Name : 07_RED_Alabama_Lugonia AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:45 AM				08:00 AM			
+0 mins.	7	**100**	20	127	39	65	**19**	123	**22**	81	27	130	17	20	9	46
+15 mins.	7	95	**36**	**138**	**52**	70	11	133	21	**98**	26	**145**	**22**	18	**10**	50
+30 mins.	11	88	34	133	42	**89**	16	**147**	12	72	**34**	118	12	29	6	47
+45 mins.	**15**	80	22	117	45	57	11	113	17	65	27	109	17	**33**	7	**57**
Total Volume	40	363	112	515	178	281	57	516	72	316	114	502	68	100	32	200
% App. Total	7.8	70.5	21.7		34.5	54.5	11		14.3	62.9	22.7		34	50	16	
PHF	.667	.908	.778	.933	.856	.789	.750	.878	.818	.806	.838	.866	.773	.758	.800	.877

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City of Redlands
N/S: Alabama Street
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Weather: Clear

File Name : 07_RED_Alabama_Lugonia AM
Site Code : 06718128
Start Date : 2/21/2018
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Groups Printed- Passenger Vehicles

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	54	13	71	28	54	21	103	14	64	16	94	15	14	6	35	303
07:15 AM	2	62	15	79	37	65	18	120	13	60	17	90	22	12	4	38	327
07:30 AM	7	89	20	116	50	68	11	129	17	60	15	92	11	12	9	32	369
07:45 AM	6	87	33	126	42	88	14	144	22	74	25	121	19	19	11	49	440
Total	19	292	81	392	157	275	64	496	66	258	73	397	67	57	30	154	1439
08:00 AM	9	77	34	120	45	57	11	113	19	88	26	133	16	20	9	45	411
08:15 AM	13	65	22	100	47	51	4	102	12	66	33	111	22	17	10	49	362
08:30 AM	13	62	24	99	41	38	7	86	17	56	25	98	11	28	5	44	327
08:45 AM	12	94	32	138	44	40	6	90	21	76	22	119	16	33	7	56	403
Total	47	298	112	457	177	186	28	391	69	286	106	461	65	98	31	194	1503
Grand Total	66	590	193	849	334	461	92	887	135	544	179	858	132	155	61	348	2942
Apprch %	7.8	69.5	22.7		37.7	52	10.4		15.7	63.4	20.9		37.9	44.5	17.5		
Total %	2.2	20.1	6.6	28.9	11.4	15.7	3.1	30.1	4.6	18.5	6.1	29.2	4.5	5.3	2.1	11.8	

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	7	**89**	20	116	**50**	68	11	129	17	60	15	92	11	12	9	32	369
07:45 AM	6	87	33	**126**	42	**88**	**14**	**144**	**22**	74	25	121	19	19	**11**	**49**	**440**
08:00 AM	9	77	**34**	120	45	57	11	113	19	**88**	26	**133**	16	**20**	9	45	411
08:15 AM	**13**	65	22	100	47	51	4	102	12	66	**33**	111	**22**	17	10	49	362
Total Volume	35	318	109	462	184	264	40	488	70	288	99	457	68	68	39	175	1582
% App. Total	7.6	68.8	23.6		37.7	54.1	8.2		15.3	63	21.7		38.9	38.9	22.3		
PHF	.673	.893	.801	.917	.920	.750	.714	.847	.795	.818	.750	.859	.773	.850	.886	.893	.899

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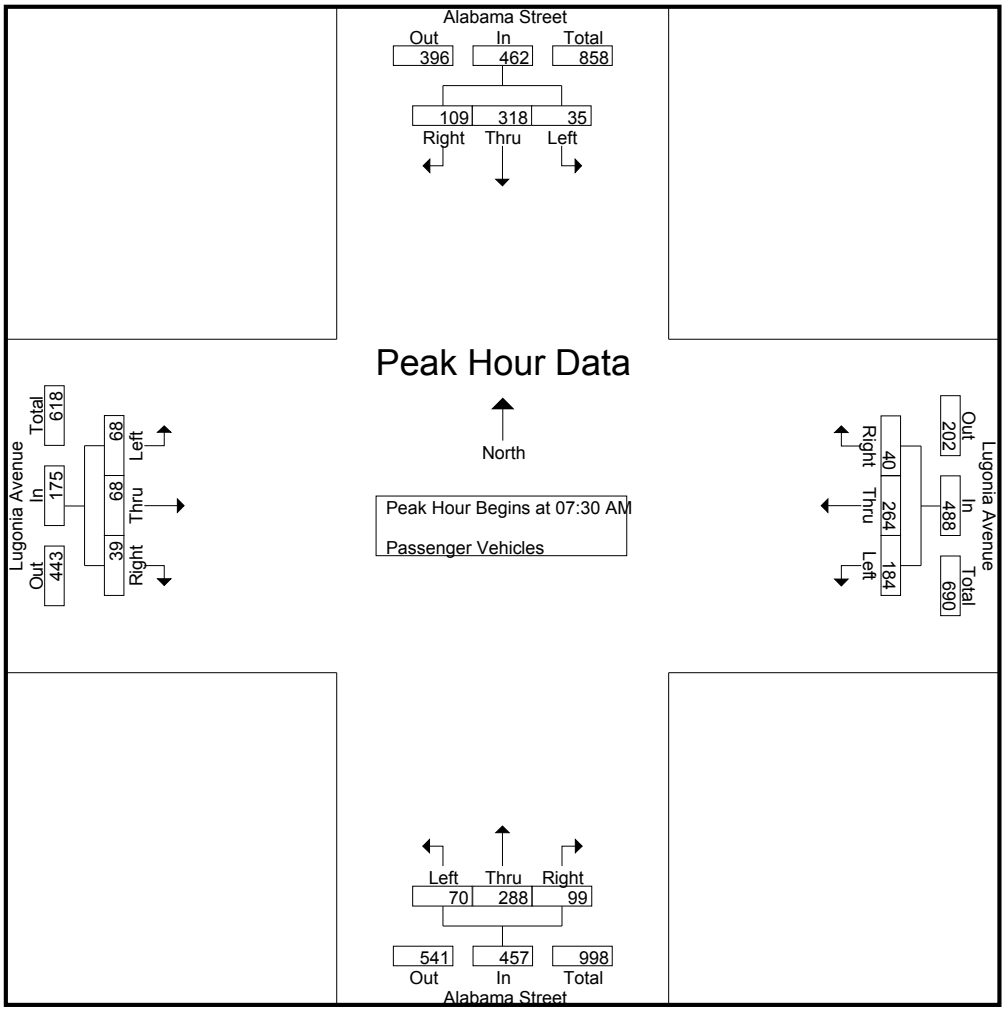
City of Redlands
N/S: Alabama Street
E/W: Lugonia Avenue
Weather: Clear

File Name : 07_RED_Alabama_Lugonia AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	7	**89**	20	116	**50**	68	11	129	17	60	15	92	11	12	9	32
+15 mins.	6	87	33	**126**	42	**88**	**14**	**144**	**22**	74	25	121	19	19	**11**	**49**
+30 mins.	9	77	**34**	120	45	57	11	113	19	**88**	26	**133**	16	**20**	9	45
+45 mins.	**13**	65	22	100	47	51	4	102	12	66	**33**	111	**22**	17	10	49
Total Volume	35	318	109	462	184	264	40	488	70	288	99	457	68	68	39	175
% App. Total	7.6	68.8	23.6		37.7	54.1	8.2		15.3	63	21.7		38.9	38.9	22.3	
PHF	.673	.893	.801	.917	.920	.750	.714	.847	.795	.818	.750	.859	.773	.850	.886	.893

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City of Redlands
N/S: Alabama Street
E/W: Lugonia Avenue
Weather: Clear

File Name : 07_RED_Alabama_Lugonia AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	4	0	6	1	1	2	4	1	2	2	5	0	0	0	0	15
07:15 AM	0	1	0	1	1	0	1	2	0	3	1	4	0	1	0	1	8
07:30 AM	0	3	0	3	1	1	0	2	1	1	0	2	0	0	0	0	7
07:45 AM	1	1	0	2	0	1	2	3	0	3	2	5	0	0	1	1	11
Total	3	9	0	12	3	3	5	11	2	9	5	16	0	1	1	2	41
08:00 AM	1	3	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
08:15 AM	2	5	0	7	3	0	2	5	0	2	0	2	0	0	0	0	14
08:30 AM	1	2	0	3	1	1	0	2	0	1	2	3	1	1	1	3	11
08:45 AM	0	4	0	4	0	3	1	4	0	1	0	1	1	0	0	1	10
Total	4	14	0	18	4	4	3	11	0	6	2	8	2	1	1	4	41
Grand Total	7	23	0	30	7	7	8	22	2	15	7	24	2	2	2	6	82
Apprch %	23.3	76.7	0		31.8	31.8	36.4		8.3	62.5	29.2		33.3	33.3	33.3		
Total %	8.5	28	0	36.6	8.5	8.5	9.8	26.8	2.4	18.3	8.5	29.3	2.4	2.4	2.4	7.3	

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	3	0	3	1	**1**	0	2	**1**	1	0	2	0	0	0	0	7
07:45 AM	1	1	0	2	0	1	**2**	3	0	**3**	**2**	**5**	0	0	**1**	**1**	11
08:00 AM	1	3	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
08:15 AM	**2**	**5**	0	**7**	**3**	0	2	**5**	0	2	0	2	0	0	0	0	**14**
Total Volume	4	12	0	16	4	2	4	10	1	8	2	11	0	0	1	1	38
% App. Total	25	75	0		40	20	40		9.1	72.7	18.2		0	0	100		
PHF	.500	.600	.000	.571	.333	.500	.500	.500	.250	.667	.250	.550	.000	.000	.250	.250	.679

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City of Redlands
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E/W: Lugonia Avenue
Weather: Clear

File Name : 07_RED_Alabama_Lugonia AM
Site Code : 06718128
Start Date : 2/21/2018
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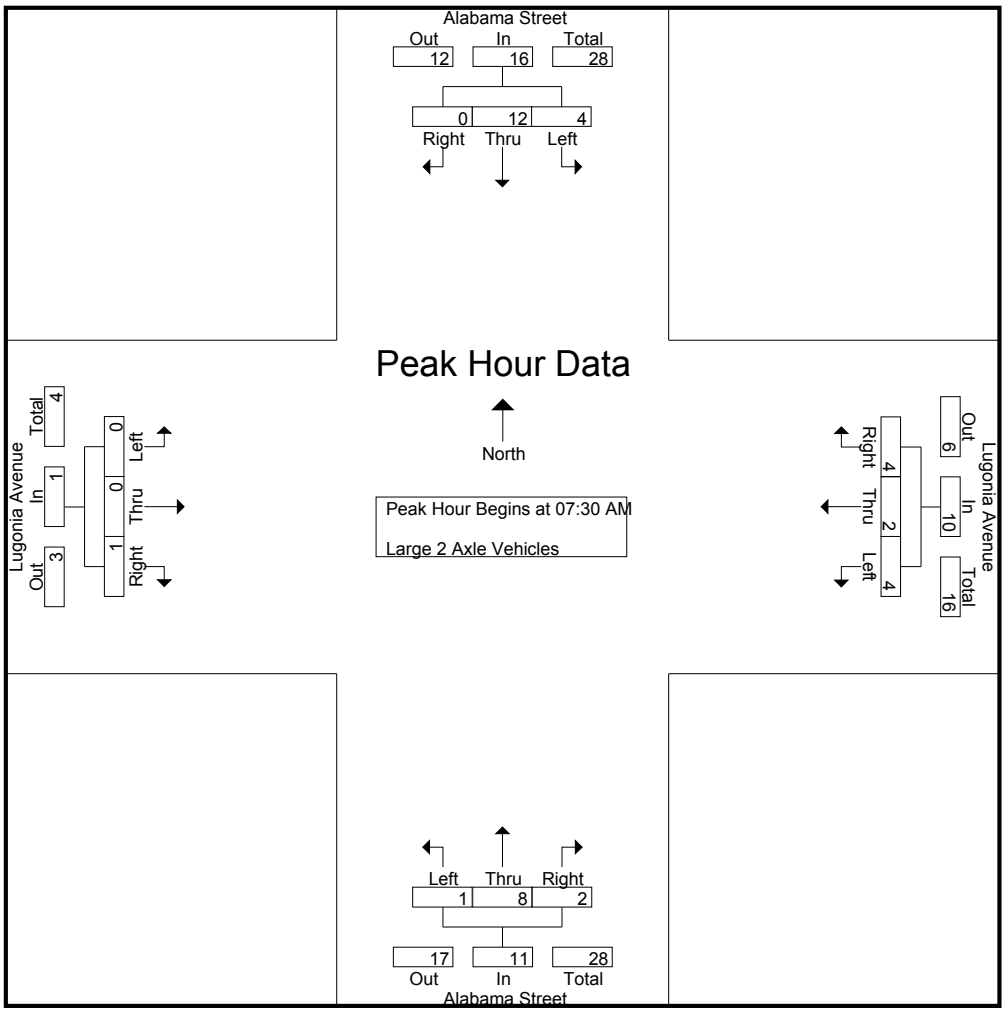

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	3	0	3	1	**1**	0	2	**1**	1	0	2	0	0	0	0
+15 mins.	1	1	0	2	0	1	**2**	3	0	**3**	**2**	**5**	0	0	**1**	**1**
+30 mins.	1	3	0	4	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	**2**	**5**	0	**7**	**3**	0	2	**5**	0	2	0	2	0	0	0	0
Total Volume	4	12	0	16	4	2	4	10	1	8	2	11	0	0	1	1
% App. Total	25	75	0		40	20	40		9.1	72.7	18.2		0	0	100	
PHF	.500	.600	.000	.571	.333	.500	.500	.500	.250	.667	.250	.550	.000	.000	.250	.250

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City of Redlands
N/S: Alabama Street
E/W: Lugonia Avenue
Weather: Clear

File Name : 07_RED_Alabama_Lugonia AM
Site Code : 06718128
Start Date : 2/21/2018
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Groups Printed- 3 Axle Vehicles

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	2	1	4	1	0	0	1	0	3	0	3	0	1	1	2	10
07:15 AM	0	3	1	4	0	0	0	0	1	1	0	2	2	0	0	2	8
07:30 AM	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
07:45 AM	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	1	9	3	13	1	1	0	2	1	4	0	5	2	1	1	4	24
08:00 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
08:15 AM	0	3	0	3	0	1	0	1	0	1	0	1	0	1	0	1	6
08:30 AM	0	1	1	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:45 AM	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
Total	0	11	1	12	0	1	0	1	0	7	0	7	0	1	0	1	21
Grand Total	1	20	4	25	1	2	0	3	1	11	0	12	2	2	1	5	45
Apprch %	4	80	16		33.3	66.7	0		8.3	91.7	0		40	40	20		
Total %	2.2	44.4	8.9	55.6	2.2	4.4	0	6.7	2.2	24.4	0	26.7	4.4	4.4	2.2	11.1	

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	2	0	2	0	**1**	0	**1**	0	0	0	0	0	0	0	0	3
07:45 AM	0	2	**1**	**3**	0	0	0	0	0	0	0	0	0	0	0	0	3
08:00 AM	0	2	0	2	0	0	0	0	0	**3**	0	**3**	0	0	0	0	5
08:15 AM	0	**3**	0	3	0	1	0	1	0	1	0	1	0	**1**	0	**1**	**6**
Total Volume	0	9	1	10	0	2	0	2	0	4	0	4	0	1	0	1	17
% App. Total	0	90	10		0	100	0		0	100	0		0	100	0		
PHF	.000	.750	.250	.833	.000	.500	.000	.500	.000	.333	.000	.333	.000	.250	.000	.250	.708

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City of Redlands
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E/W: Lugonia Avenue
Weather: Clear

File Name : 07_RED_Alabama_Lugonia AM
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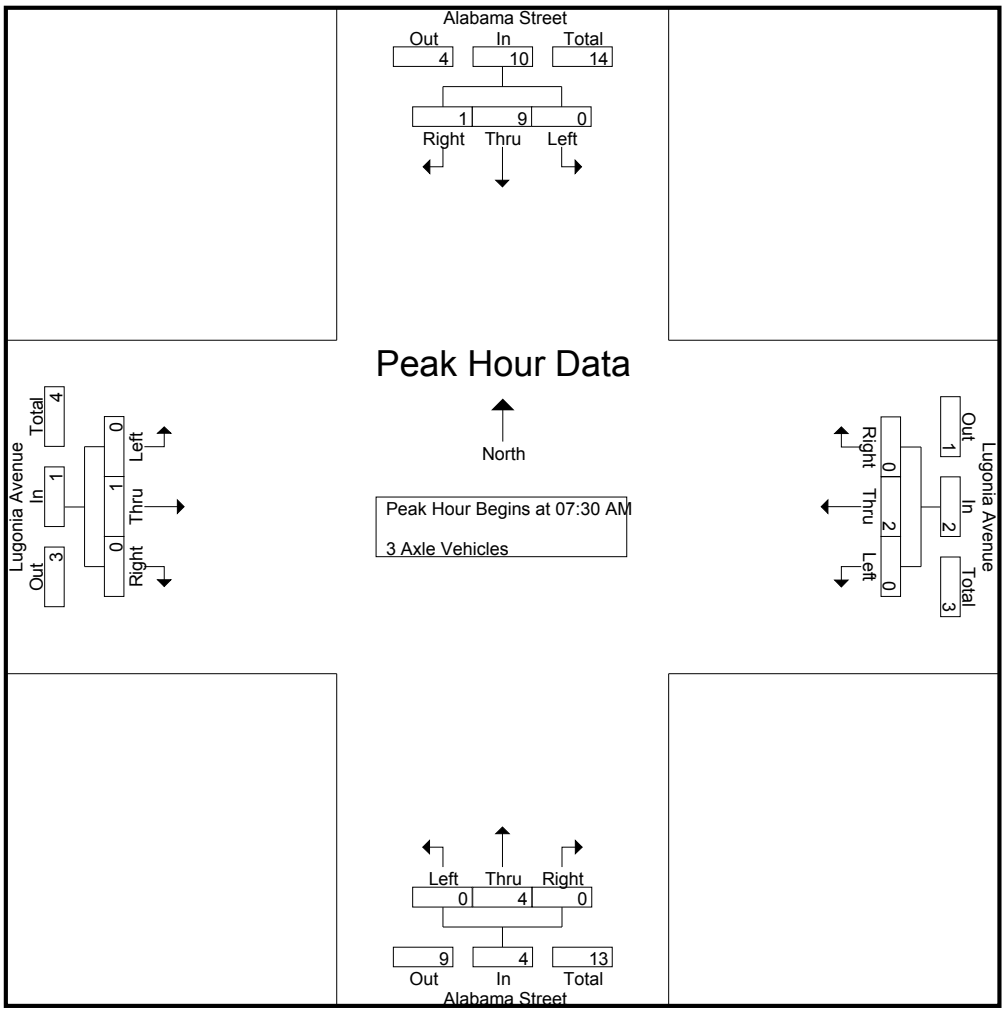

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	2	0	2	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	2	**1**	**3**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	**3**	0	**3**	0	0	0	0
+45 mins.	0	**3**	0	3	0	1	0	1	0	1	0	1	0	**1**	0	**1**
Total Volume	0	9	1	10	0	2	0	2	0	4	0	4	0	1	0	1
% App. Total	0	90	10		0	100	0		0	100	0		0	100	0	
PHF	.000	.750	.250	.833	.000	.500	.000	.500	.000	.333	.000	.333	.000	.250	.000	.250

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Weather: Clear

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Groups Printed- 4+ Axle Trucks

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
07:15 AM	0	3	0	3	1	0	0	1	0	3	2	5	0	0	0	0	9
07:30 AM	0	6	0	6	1	0	0	1	0	1	0	1	0	0	0	0	8
07:45 AM	0	5	2	7	0	0	0	0	0	4	0	4	0	0	0	0	11
Total	0	17	2	19	2	0	0	2	0	11	2	13	0	0	0	0	34
08:00 AM	1	6	0	7	0	0	0	0	2	5	0	7	1	0	0	1	15
08:15 AM	0	7	0	7	0	1	0	1	0	3	1	4	0	0	0	0	12
08:30 AM	0	6	0	6	0	0	0	0	0	6	0	6	0	0	0	0	12
08:45 AM	0	3	0	3	0	0	0	0	0	6	0	6	0	0	0	0	9
Total	1	22	0	23	0	1	0	1	2	20	1	23	1	0	0	1	48
Grand Total	1	39	2	42	2	1	0	3	2	31	3	36	1	0	0	1	82
Apprch %	2.4	92.9	4.8		66.7	33.3	0		5.6	86.1	8.3		100	0	0		
Total %	1.2	47.6	2.4	51.2	2.4	1.2	0	3.7	2.4	37.8	3.7	43.9	1.2	0	0	1.2	

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	6	0	6	**1**	0	0	**1**	0	1	0	1	0	0	0	0	8
07:45 AM	0	5	**2**	**7**	0	0	0	0	0	4	0	4	0	0	0	0	11
08:00 AM	**1**	6	0	7	0	0	0	0	**2**	**5**	0	**7**	**1**	0	0	**1**	**15**
08:15 AM	0	**7**	0	7	0	**1**	0	1	0	3	**1**	4	0	0	0	0	12
Total Volume	1	24	2	27	1	1	0	2	2	13	1	16	1	0	0	1	46
% App. Total	3.7	88.9	7.4		50	50	0		12.5	81.2	6.2		100	0	0		
PHF	.250	.857	.250	.964	.250	.250	.000	.500	.250	.650	.250	.571	.250	.000	.000	.250	.767

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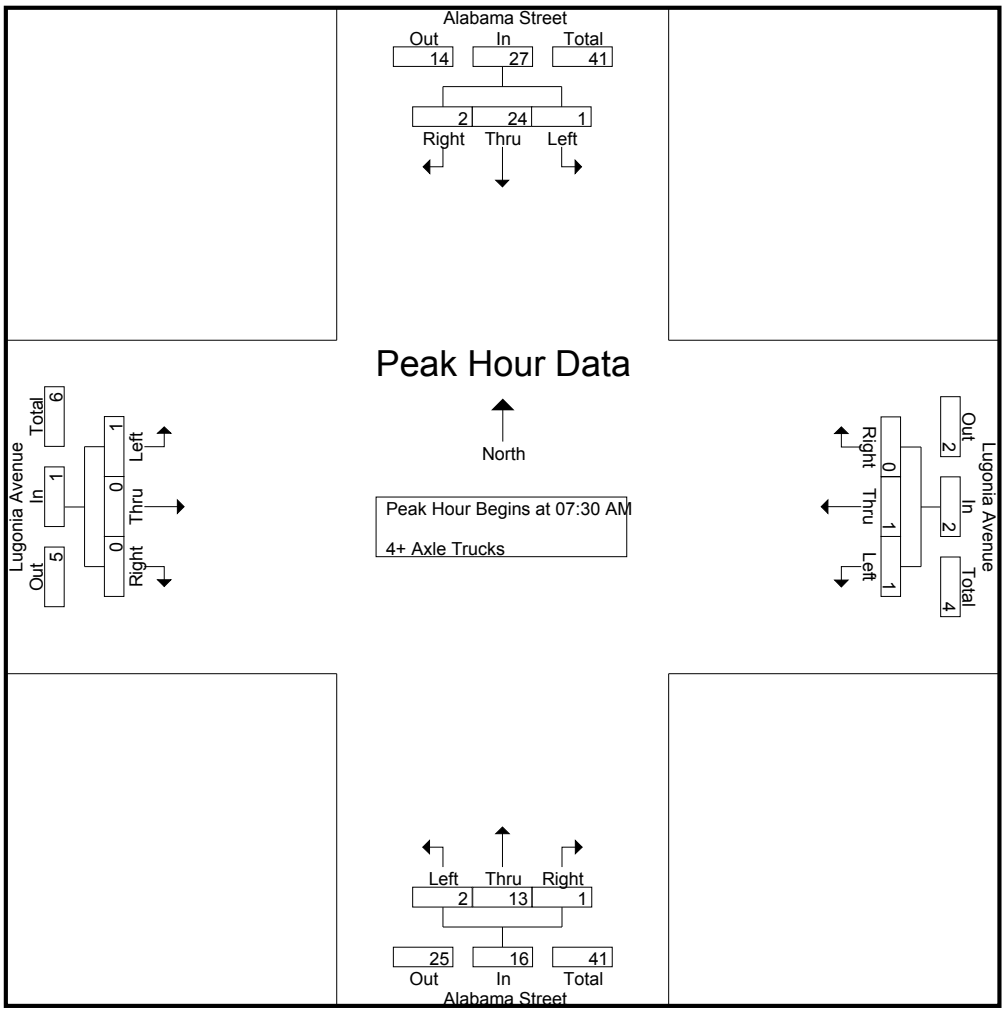

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	6	0	6	**1**	0	0	**1**	0	1	0	1	0	0	0	0
+15 mins.	0	5	**2**	**7**	0	0	0	0	0	4	0	4	0	0	0	0
+30 mins.	**1**	6	0	7	0	0	0	0	**2**	**5**	0	**7**	**1**	0	0	**1**
+45 mins.	0	**7**	0	7	0	**1**	0	1	0	3	**1**	4	0	0	0	0
Total Volume	1	24	2	27	1	1	0	2	2	13	1	16	1	0	0	1
% App. Total	3.7	88.9	7.4		50	50	0		12.5	81.2	6.2		100	0	0	
PHF	.250	.857	.250	.964	.250	.250	.000	.500	.250	.650	.250	.571	.250	.000	.000	.250

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File Name : 07_RED_Alabama_Lugonia PM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	25	95	27	147	72	57	15	144	24	123	73	220	54	81	22	157	668
04:15 PM	28	113	30	171	68	64	15	147	29	118	69	216	47	81	28	156	690
04:30 PM	31	107	20	158	60	52	10	122	18	115	58	191	58	111	34	203	674
04:45 PM	26	106	22	154	62	59	9	130	16	114	56	186	57	88	30	175	645
Total	110	421	99	630	262	232	49	543	87	470	256	813	216	361	114	691	2677
05:00 PM	29	107	22	158	67	61	22	150	16	111	60	187	53	124	21	198	693
05:15 PM	40	115	28	183	71	41	10	122	17	120	60	197	54	117	23	194	696
05:30 PM	23	123	25	171	62	56	15	133	26	123	75	224	44	82	20	146	674
05:45 PM	27	121	21	169	74	54	15	143	22	103	61	186	62	67	16	145	643
Total	119	466	96	681	274	212	62	548	81	457	256	794	213	390	80	683	2706
Grand Total	229	887	195	1311	536	444	111	1091	168	927	512	1607	429	751	194	1374	5383
Apprch %	17.5	67.7	14.9		49.1	40.7	10.2		10.5	57.7	31.9		31.2	54.7	14.1		
Total %	4.3	16.5	3.6	24.4	10	8.2	2.1	20.3	3.1	17.2	9.5	29.9	8	14	3.6	25.5	
Passenger Vehicles	223	834	193	1250	533	442	106	1081	167	888	508	1563	423	750	193	1366	5260
% Passenger Vehicles	97.4	94	99	95.3	99.4	99.5	95.5	99.1	99.4	95.8	99.2	97.3	98.6	99.9	99.5	99.4	97.7
Large 2 Axle Vehicles	6	15	0	21	2	2	5	9	1	9	4	14	5	1	1	7	51
% Large 2 Axle Vehicles	2.6	1.7	0	1.6	0.4	0.5	4.5	0.8	0.6	1	0.8	0.9	1.2	0.1	0.5	0.5	0.9
3 Axle Vehicles	0	11	2	13	1	0	0	1	0	2	0	2	1	0	0	1	17
% 3 Axle Vehicles	0	1.2	1	1	0.2	0	0	0.1	0	0.2	0	0.1	0.2	0	0	0.1	0.3
4+ Axle Trucks	0	27	0	27	0	0	0	0	0	28	0	28	0	0	0	0	55
% 4+ Axle Trucks	0	3	0	2.1	0	0	0	0	0	3	0	1.7	0	0	0	0	1

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	31	107	20	158	60	52	10	122	**18**	115	58	191	**58**	111	**34**	**203**	674
04:45 PM	26	106	22	154	62	59	9	130	16	114	56	186	57	88	30	175	645
05:00 PM	29	107	22	158	67	**61**	**22**	**150**	16	111	**60**	187	53	**124**	21	198	693
05:15 PM	**40**	**115**	**28**	**183**	**71**	41	10	122	17	**120**	60	**197**	54	117	23	194	**696**
Total Volume	126	435	92	653	260	213	51	524	67	460	234	761	222	440	108	770	2708
% App. Total	19.3	66.6	14.1		49.6	40.6	9.7		8.8	60.4	30.7		28.8	57.1	14		
PHF	.788	.946	.821	.892	.915	.873	.580	.873	.931	.958	.975	.966	.957	.887	.794	.948	.973

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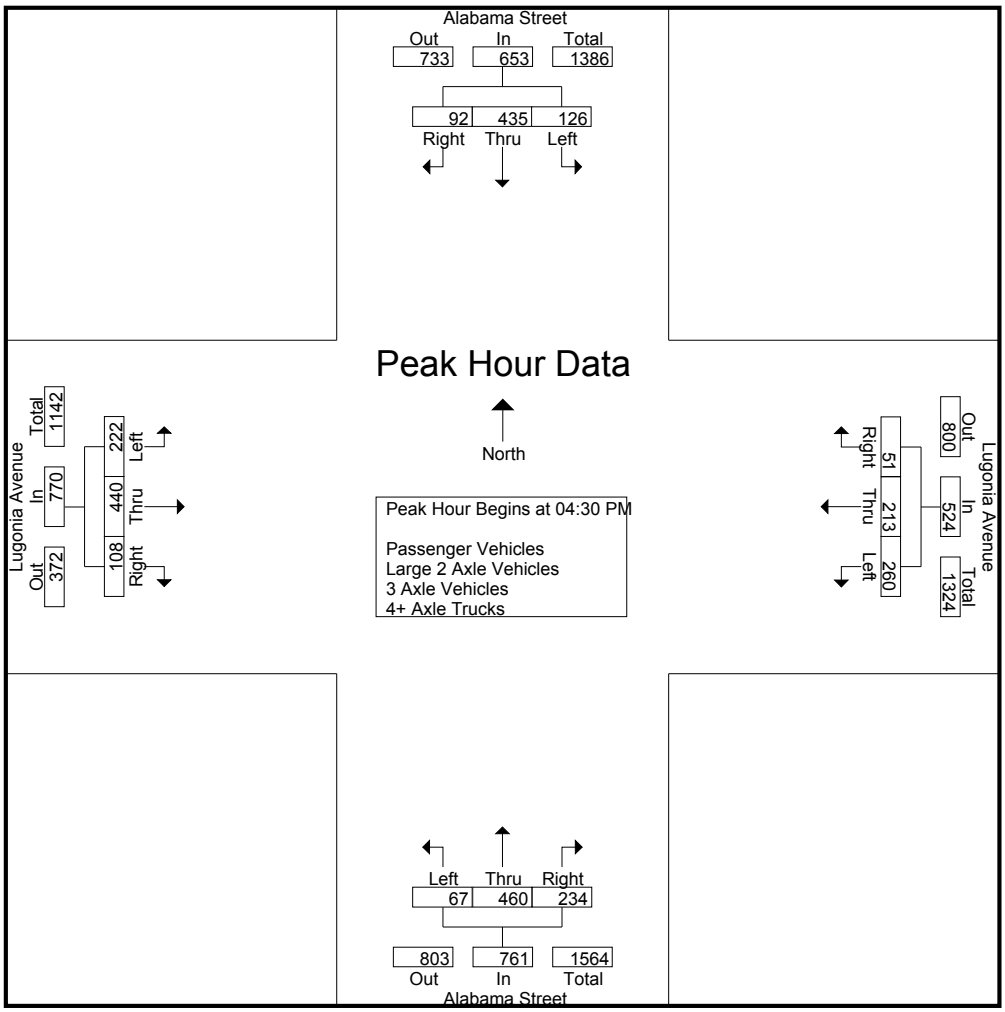

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:00 PM				04:30 PM			
+0 mins.	29	107	22	158	**68**	**64**	15	147	24	**123**	**73**	**220**	**58**	111	**34**	**203**
+15 mins.	**40**	115	**28**	**183**	60	52	10	122	**29**	118	69	216	57	88	30	175
+30 mins.	23	**123**	25	171	62	59	9	130	18	115	58	191	53	**124**	21	198
+45 mins.	27	121	21	169	67	61	**22**	**150**	16	114	56	186	54	117	23	194
Total Volume	119	466	96	681	257	236	56	549	87	470	256	813	222	440	108	770
% App. Total	17.5	68.4	14.1		46.8	43	10.2		10.7	57.8	31.5		28.8	57.1	14	
PHF	.744	.947	.857	.930	.945	.922	.636	.915	.750	.955	.877	.924	.957	.887	.794	.948

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Groups Printed- Passenger Vehicles

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	25	87	26	138	71	57	15	143	24	117	73	214	51	81	22	154	649
04:15 PM	27	108	30	165	68	63	14	145	28	111	69	208	46	81	28	155	673
04:30 PM	29	102	20	151	60	52	10	122	18	108	58	184	57	110	34	201	658
04:45 PM	26	105	22	153	62	59	8	129	16	112	55	183	56	88	29	173	638
Total	107	402	98	607	261	231	47	539	86	448	255	789	210	360	113	683	2618
05:00 PM	28	97	21	146	67	61	21	149	16	107	58	181	53	124	21	198	674
05:15 PM	39	107	28	174	69	41	10	120	17	116	60	193	54	117	23	194	681
05:30 PM	23	110	25	158	62	56	14	132	26	118	74	218	44	82	20	146	654
05:45 PM	26	118	21	165	74	53	14	141	22	99	61	182	62	67	16	145	633
Total	116	432	95	643	272	211	59	542	81	440	253	774	213	390	80	683	2642
Grand Total	223	834	193	1250	533	442	106	1081	167	888	508	1563	423	750	193	1366	5260
Apprch %	17.8	66.7	15.4		49.3	40.9	9.8		10.7	56.8	32.5		31	54.9	14.1		
Total %	4.2	15.9	3.7	23.8	10.1	8.4	2	20.6	3.2	16.9	9.7	29.7	8	14.3	3.7	26	

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	29	102	20	151	60	52	10	122	**18**	108	58	184	**57**	110	**34**	**201**	658
04:45 PM	26	105	22	153	62	59	8	129	16	112	55	183	56	88	29	173	638
05:00 PM	28	97	21	146	67	**61**	**21**	**149**	16	107	58	181	53	**124**	21	198	674
05:15 PM	**39**	**107**	**28**	**174**	**69**	41	10	120	17	**116**	**60**	**193**	54	117	23	194	**681**
Total Volume	122	411	91	624	258	213	49	520	67	443	231	741	220	439	107	766	2651
% App. Total	19.6	65.9	14.6		49.6	41	9.4		9	59.8	31.2		28.7	57.3	14		
PHF	.782	.960	.813	.897	.935	.873	.583	.872	.931	.955	.963	.960	.965	.885	.787	.953	.973

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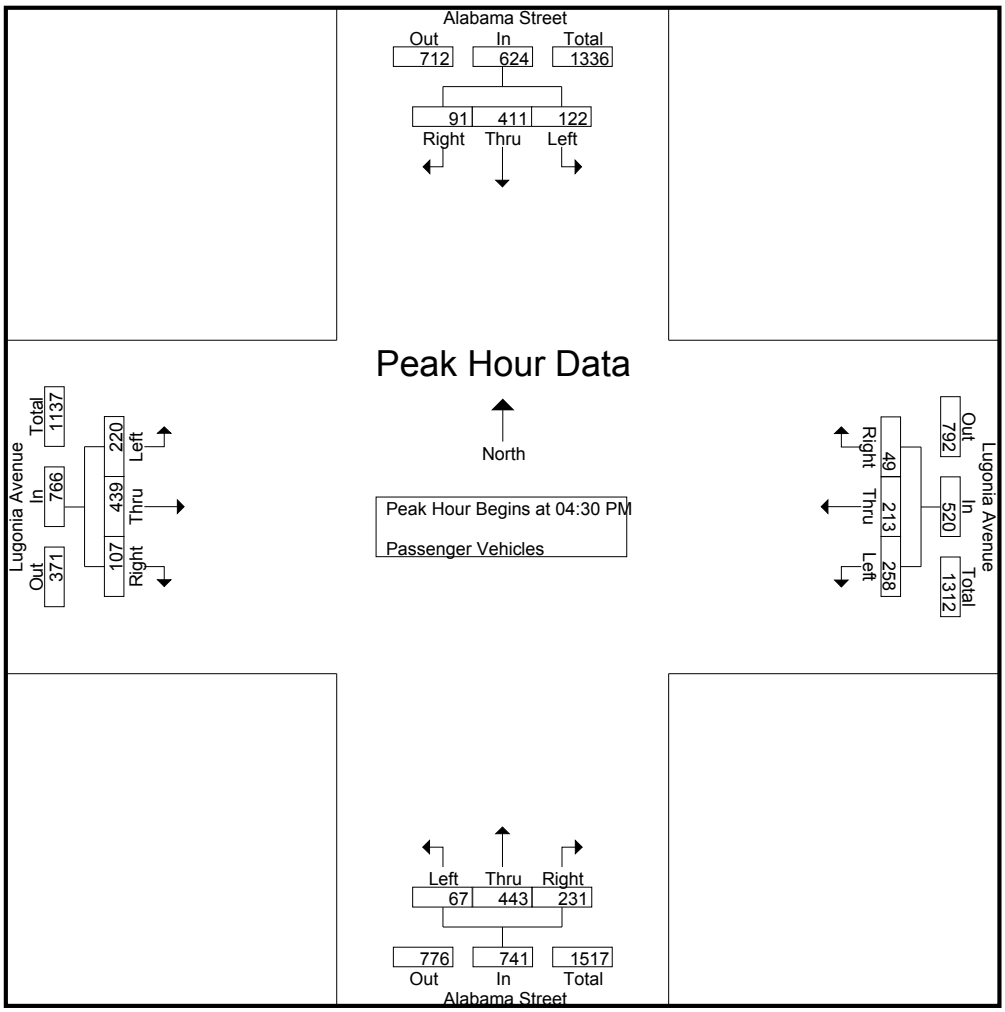

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	29	102	20	151	60	52	10	122	**18**	108	58	184	**57**	110	**34**	**201**
+15 mins.	26	105	22	153	62	59	8	129	16	112	55	183	56	88	29	173
+30 mins.	28	97	21	146	67	**61**	**21**	**149**	16	107	58	181	53	**124**	21	198
+45 mins.	**39**	**107**	**28**	**174**	**69**	41	10	120	17	**116**	**60**	**193**	54	117	23	194
Total Volume	122	411	91	624	258	213	49	520	67	443	231	741	220	439	107	766
% App. Total	19.6	65.9	14.6		49.6	41	9.4		9	59.8	31.2		28.7	57.3	14	
PHF	.782	.960	.813	.897	.935	.873	.583	.872	.931	.955	.963	.960	.965	.885	.787	.953

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Groups Printed- Large 2 Axle Vehicles

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	2	0	2	2	0	0	2	6
04:15 PM	1	3	0	4	0	1	1	2	1	0	0	1	1	0	0	1	8
04:30 PM	2	1	0	3	0	0	0	0	0	1	0	1	1	1	0	2	6
04:45 PM	0	0	0	0	0	0	1	1	0	0	1	1	1	0	1	2	4
Total	3	6	0	9	0	1	2	3	1	3	1	5	5	1	1	7	24
05:00 PM	1	3	0	4	0	0	1	1	0	0	2	2	0	0	0	0	7
05:15 PM	1	1	0	2	2	0	0	2	0	2	0	2	0	0	0	0	6
05:30 PM	0	4	0	4	0	0	1	1	0	3	1	4	0	0	0	0	9
05:45 PM	1	1	0	2	0	1	1	2	0	1	0	1	0	0	0	0	5
Total	3	9	0	12	2	1	3	6	0	6	3	9	0	0	0	0	27
Grand Total	6	15	0	21	2	2	5	9	1	9	4	14	5	1	1	7	51
Apprch %	28.6	71.4	0		22.2	22.2	55.6		7.1	64.3	28.6		71.4	14.3	14.3		
Total %	11.8	29.4	0	41.2	3.9	3.9	9.8	17.6	2	17.6	7.8	27.5	9.8	2	2	13.7	

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**2**	1	0	3	0	0	0	0	0	1	0	1	**1**	**1**	0	**2**	6
04:45 PM	0	0	0	0	0	0	**1**	1	0	0	1	1	1	0	**1**	2	4
05:00 PM	1	**3**	0	**4**	0	0	1	1	0	0	**2**	**2**	0	0	0	0	**7**
05:15 PM	1	1	0	2	**2**	0	0	**2**	0	**2**	0	2	0	0	0	0	6
Total Volume	4	5	0	9	2	0	2	4	0	3	3	6	2	1	1	4	23
% App. Total	44.4	55.6	0		50	0	50		0	50	50		50	25	25		
PHF	.500	.417	.000	.563	.250	.000	.500	.500	.000	.375	.375	.750	.500	.250	.250	.500	.821

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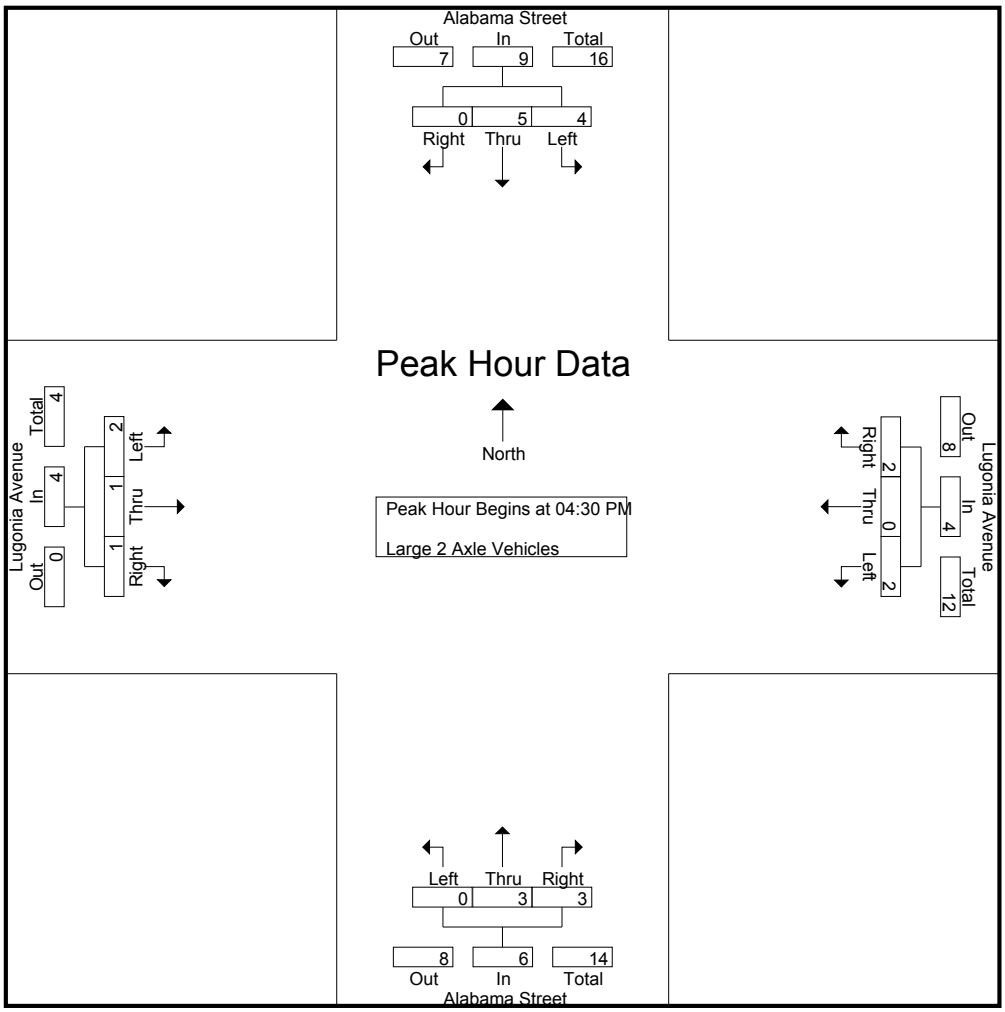

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**2**	1	0	3	0	0	0	0	0	1	0	1	**1**	**1**	0	**2**
+15 mins.	0	0	0	0	0	0	**1**	1	0	0	1	1	1	0	**1**	2
+30 mins.	1	**3**	0	**4**	0	0	1	1	0	0	**2**	**2**	0	0	0	0
+45 mins.	1	1	0	2	**2**	0	0	**2**	0	**2**	0	2	0	0	0	0
Total Volume	4	5	0	9	2	0	2	4	0	3	3	6	2	1	1	4
% App. Total	44.4	55.6	0		50	0	50		0	50	50		50	25	25	
PHF	.500	.417	.000	.563	.250	.000	.500	.500	.000	.375	.375	.750	.500	.250	.250	.500

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City of Redlands
N/S: Alabama Street
E/W: Lugonia Avenue
Weather: Clear

File Name : 07_RED_Alabama_Lugonia PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- 3 Axle Vehicles

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	2	1	0	0	1	0	0	0	0	1	0	0	1	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	1	3	1	0	0	1	0	0	0	0	1	0	0	1	5
05:00 PM	0	2	1	3	0	0	0	0	0	1	0	1	0	0	0	0	4
05:15 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	9	1	10	0	0	0	0	0	2	0	2	0	0	0	0	12
Grand Total	0	11	2	13	1	0	0	1	0	2	0	2	1	0	0	1	17
Apprch %	0	84.6	15.4		100	0	0		0	100	0		100	0	0		
Total %	0	64.7	11.8	76.5	5.9	0	0	5.9	0	11.8	0	11.8	5.9	0	0	5.9	

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	2	**1**	**3**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**4**
05:15 PM	0	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	6	1	7	0	0	0	0	0	1	0	1	0	0	0	0	8
% App. Total	0	85.7	14.3		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.250	.583	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500

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City of Redlands
N/S: Alabama Street
E/W: Lugonia Avenue
Weather: Clear

File Name : 07_RED_Alabama_Lugonia PM
Site Code : 06718128
Start Date : 2/21/2018
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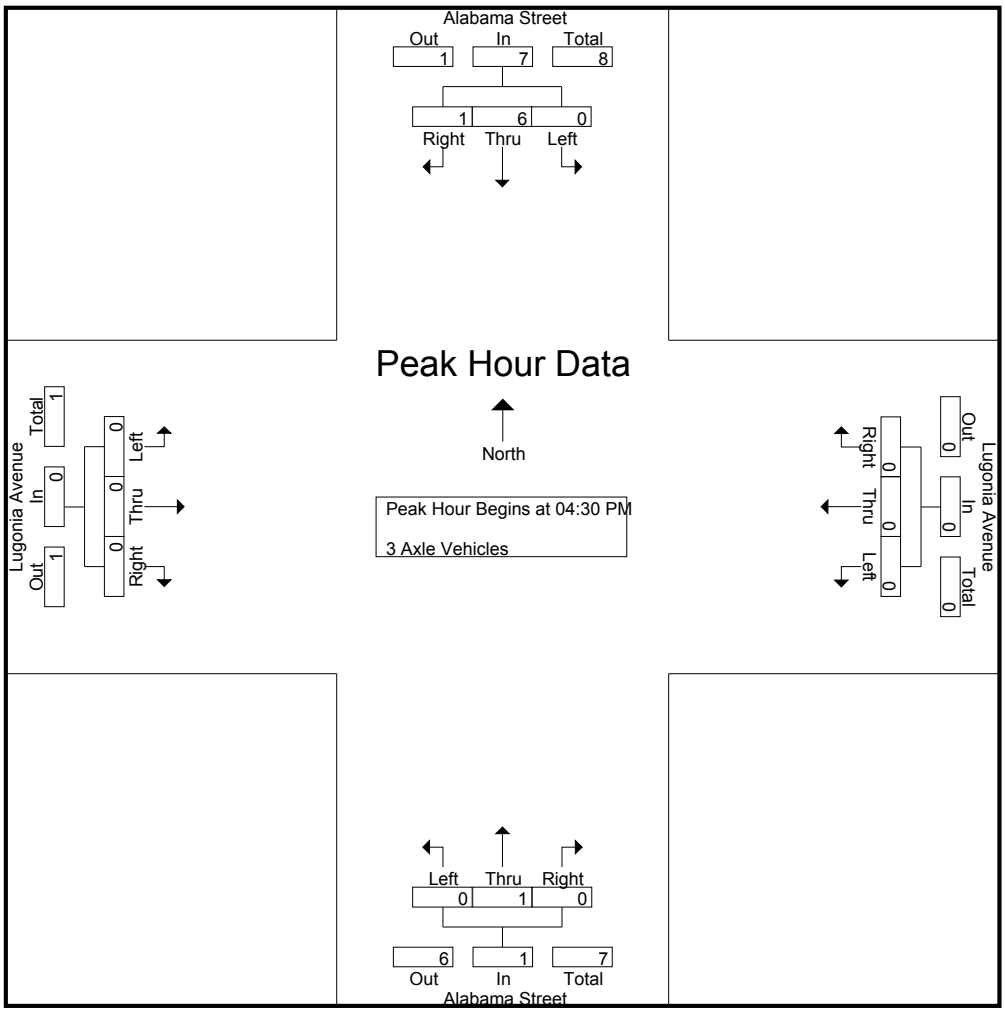

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	2	**1**	**3**	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+45 mins.	0	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	6	1	7	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	85.7	14.3		0	0	0		0	100	0		0	0	0	
PHF	.000	.500	.250	.583	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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City of Redlands
N/S: Alabama Street
E/W: Lugonia Avenue
Weather: Clear

File Name : 07_RED_Alabama_Lugonia PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- 4+ Axle Trucks

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
04:15 PM	0	2	0	2	0	0	0	0	0	7	0	7	0	0	0	0	9
04:30 PM	0	3	0	3	0	0	0	0	0	6	0	6	0	0	0	0	9
04:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	11	0	11	0	0	0	0	0	19	0	19	0	0	0	0	30
05:00 PM	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
05:15 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
05:30 PM	0	7	0	7	0	0	0	0	0	1	0	1	0	0	0	0	8
05:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total	0	16	0	16	0	0	0	0	0	9	0	9	0	0	0	0	25
Grand Total	0	27	0	27	0	0	0	0	0	28	0	28	0	0	0	0	55
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	49.1	0	49.1	0	0	0	0	0	50.9	0	50.9	0	0	0	0	

	Alabama Street Southbound				Lugonia Avenue Westbound				Alabama Street Northbound				Lugonia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	3	0	3	0	0	0	0	0	**6**	0	**6**	0	0	0	0	**9**
04:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:00 PM	0	**5**	0	**5**	0	0	0	0	0	3	0	3	0	0	0	0	8
05:15 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
Total Volume	0	13	0	13	0	0	0	0	0	13	0	13	0	0	0	0	26
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.650	.000	.650	.000	.000	.000	.000	.000	.542	.000	.542	.000	.000	.000	.000	.722

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City of Redlands
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E/W: Lugonia Avenue
Weather: Clear

File Name : 07_RED_Alabama_Lugonia PM
Site Code : 06718128
Start Date : 2/21/2018
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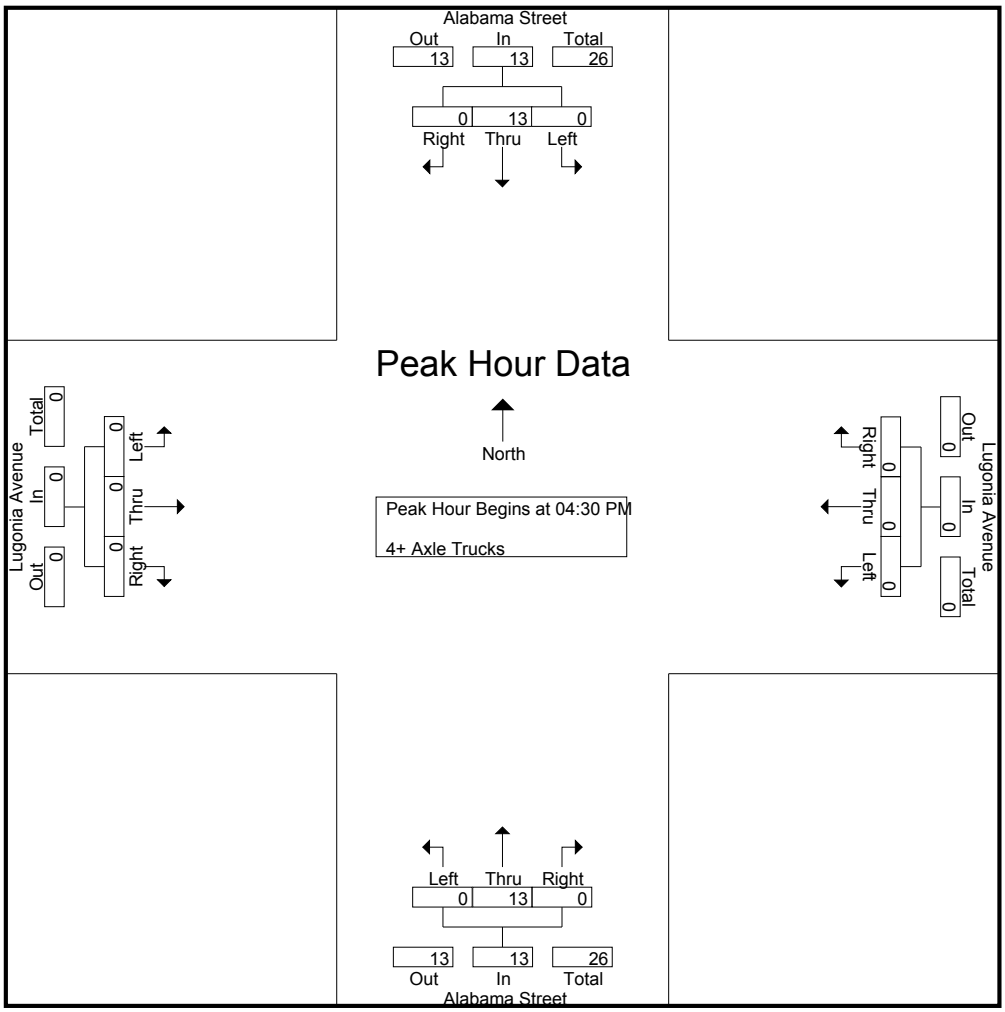

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	3	0	3	0	0	0	0	0	**6**	0	**6**	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	**5**	0	**5**	0	0	0	0	0	3	0	3	0	0	0	0
+45 mins.	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	13	0	13	0	0	0	0	0	13	0	13	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.650	.000	.650	.000	.000	.000	.000	.000	.542	.000	.542	.000	.000	.000	.000

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City of Redlands
N/S: Alabama Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 08_RED_Alabama_10W AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alabama Street Southbound				I-10 Westbound Off Ramp Westbound				Alabama Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	52	35	87	41	56	54	151	82	102	0	184	0	0	0	0	422
07:15 AM	0	55	35	90	45	71	50	166	84	114	0	198	0	0	0	0	454
07:30 AM	0	76	51	127	42	83	82	207	96	98	0	194	0	0	0	0	528
07:45 AM	0	84	34	118	60	72	85	217	104	163	0	267	0	0	0	0	602
Total	0	267	155	422	188	282	271	741	366	477	0	843	0	0	0	0	2006
08:00 AM	0	55	48	103	49	77	67	193	97	151	0	248	0	0	0	0	544
08:15 AM	0	78	42	120	72	85	74	231	89	113	0	202	0	0	0	0	553
08:30 AM	0	89	42	131	76	74	64	214	91	117	0	208	0	0	0	0	553
08:45 AM	0	104	46	150	78	62	56	196	74	133	0	207	0	0	0	0	553
Total	0	326	178	504	275	298	261	834	351	514	0	865	0	0	0	0	2203
Grand Total	0	593	333	926	463	580	532	1575	717	991	0	1708	0	0	0	0	4209
Apprch %	0	64	36		29.4	36.8	33.8		42	58	0		0	0	0		
Total %	0	14.1	7.9	22	11	13.8	12.6	37.4	17	23.5	0	40.6	0	0	0	0	
Passenger Vehicles	0	572	265	837	452	560	509	1521	685	924	0	1609	0	0	0	0	3967
% Passenger Vehicles	0	96.5	79.6	90.4	97.6	96.6	95.7	96.6	95.5	93.2	0	94.2	0	0	0	0	94.3
Large 2 Axle Vehicles	0	17	11	28	7	15	7	29	14	27	0	41	0	0	0	0	98
% Large 2 Axle Vehicles	0	2.9	3.3	3	1.5	2.6	1.3	1.8	2	2.7	0	2.4	0	0	0	0	2.3
3 Axle Vehicles	0	1	17	18	0	3	0	3	3	10	0	13	0	0	0	0	34
% 3 Axle Vehicles	0	0.2	5.1	1.9	0	0.5	0	0.2	0.4	1	0	0.8	0	0	0	0	0.8
4+ Axle Trucks	0	3	40	43	4	2	16	22	15	30	0	45	0	0	0	0	110
% 4+ Axle Trucks	0	0.5	12	4.6	0.9	0.3	3	1.4	2.1	3	0	2.6	0	0	0	0	2.6

	Alabama Street Southbound				I-10 Westbound Off Ramp Westbound				Alabama Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	84	34	118	60	72	**85**	217	**104**	**163**	0	**267**	0	0	0	0	**602**
08:00 AM	0	55	**48**	103	49	77	67	193	97	151	0	248	0	0	0	0	544
08:15 AM	0	78	42	120	72	**85**	74	**231**	89	113	0	202	0	0	0	0	553
08:30 AM	0	**89**	42	**131**	**76**	74	64	214	91	117	0	208	0	0	0	0	553
Total Volume	0	306	166	472	257	308	290	855	381	544	0	925	0	0	0	0	2252
% App. Total	0	64.8	35.2		30.1	36	33.9		41.2	58.8	0		0	0	0		
PHF	.000	.860	.865	.901	.845	.906	.853	.925	.916	.834	.000	.866	.000	.000	.000	.000	.935

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City of Redlands
N/S: Alabama Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 08_RED_Alabama_10W AM
Site Code : 06718128
Start Date : 2/21/2018
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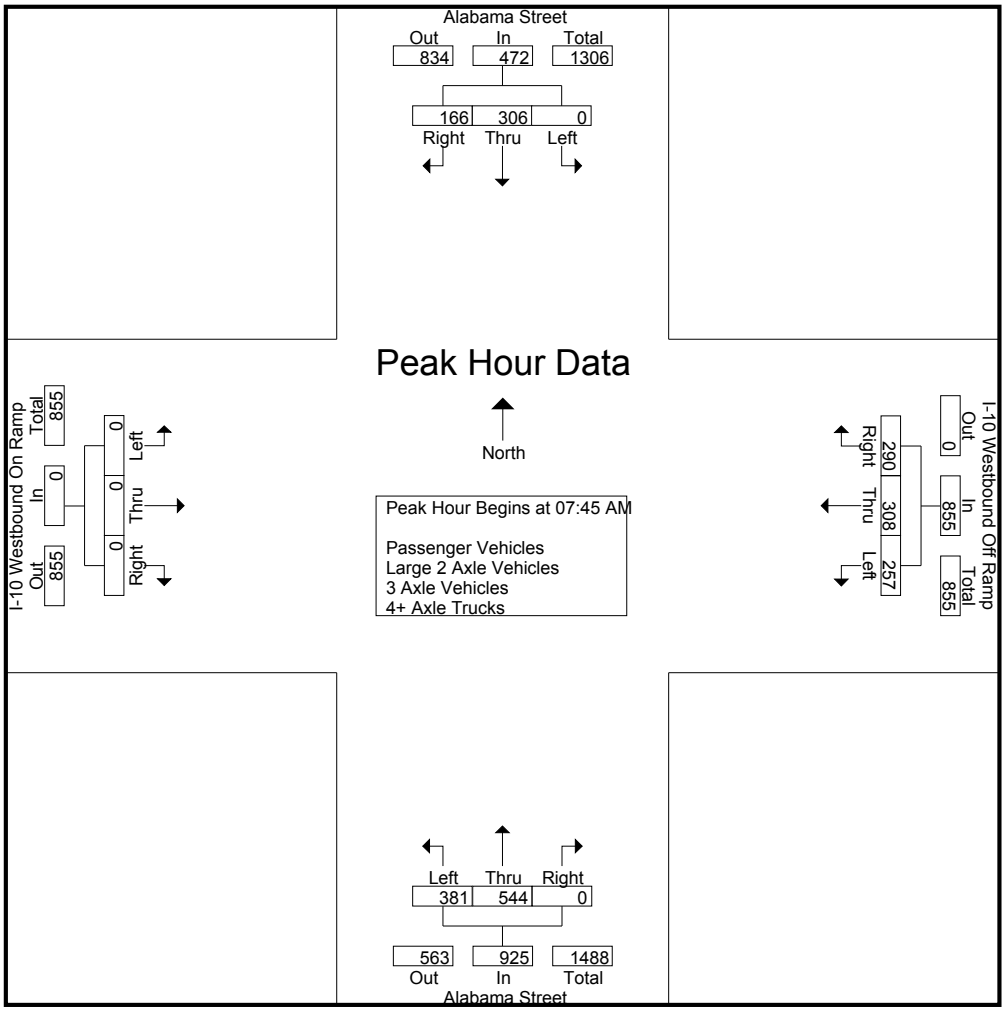

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:45 AM				07:45 AM				07:00 AM			
+0 mins.	0	55	**48**	103	60	72	**85**	217	**104**	**163**	0	**267**	0	0	0	0
+15 mins.	0	78	42	120	49	77	67	193	97	151	0	248	0	0	0	0
+30 mins.	0	89	42	131	72	**85**	74	**231**	89	113	0	202	0	0	0	0
+45 mins.	0	**104**	46	**150**	**76**	74	64	214	91	117	0	208	0	0	0	0
Total Volume	0	326	178	504	257	308	290	855	381	544	0	925	0	0	0	0
% App. Total	0	64.7	35.3		30.1	36	33.9		41.2	58.8	0		0	0	0	
PHF	.000	.784	.927	.840	.845	.906	.853	.925	.916	.834	.000	.866	.000	.000	.000	.000

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City of Redlands
N/S: Alabama Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 08_RED_Alabama_10W AM
Site Code : 06718128
Start Date : 2/21/2018
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Groups Printed- Passenger Vehicles

	Alabama Street Southbound				I-10 Westbound Off Ramp Westbound				Alabama Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	50	28	78	40	56	52	148	78	93	0	171	0	0	0	0	397
07:15 AM	0	53	29	82	43	69	48	160	80	105	0	185	0	0	0	0	427
07:30 AM	0	73	40	113	42	78	82	202	94	93	0	187	0	0	0	0	502
07:45 AM	0	82	28	110	58	67	78	203	102	154	0	256	0	0	0	0	569
Total	0	258	125	383	183	270	260	713	354	445	0	799	0	0	0	0	1895
08:00 AM	0	54	38	92	47	72	62	181	91	140	0	231	0	0	0	0	504
08:15 AM	0	74	32	106	70	83	71	224	86	106	0	192	0	0	0	0	522
08:30 AM	0	87	33	120	75	73	60	208	85	108	0	193	0	0	0	0	521
08:45 AM	0	99	37	136	77	62	56	195	69	125	0	194	0	0	0	0	525
Total	0	314	140	454	269	290	249	808	331	479	0	810	0	0	0	0	2072
Grand Total	0	572	265	837	452	560	509	1521	685	924	0	1609	0	0	0	0	3967
Apprch %	0	68.3	31.7		29.7	36.8	33.5		42.6	57.4	0		0	0	0		
Total %	0	14.4	6.7	21.1	11.4	14.1	12.8	38.3	17.3	23.3	0	40.6	0	0	0	0	

	Alabama Street Southbound				I-10 Westbound Off Ramp Westbound				Alabama Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	82	28	110	58	67	**78**	203	**102**	**154**	0	**256**	0	0	0	0	**569**
08:00 AM	0	54	**38**	92	47	72	62	181	91	140	0	231	0	0	0	0	504
08:15 AM	0	74	32	106	70	**83**	71	**224**	86	106	0	192	0	0	0	0	522
08:30 AM	0	**87**	33	**120**	**75**	73	60	208	85	108	0	193	0	0	0	0	521
Total Volume	0	297	131	428	250	295	271	816	364	508	0	872	0	0	0	0	2116
% App. Total	0	69.4	30.6		30.6	36.2	33.2		41.7	58.3	0		0	0	0		
PHF	.000	.853	.862	.892	.833	.889	.869	.911	.892	.825	.000	.852	.000	.000	.000	.000	.930

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City of Redlands
N/S: Alabama Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 08_RED_Alabama_10W AM
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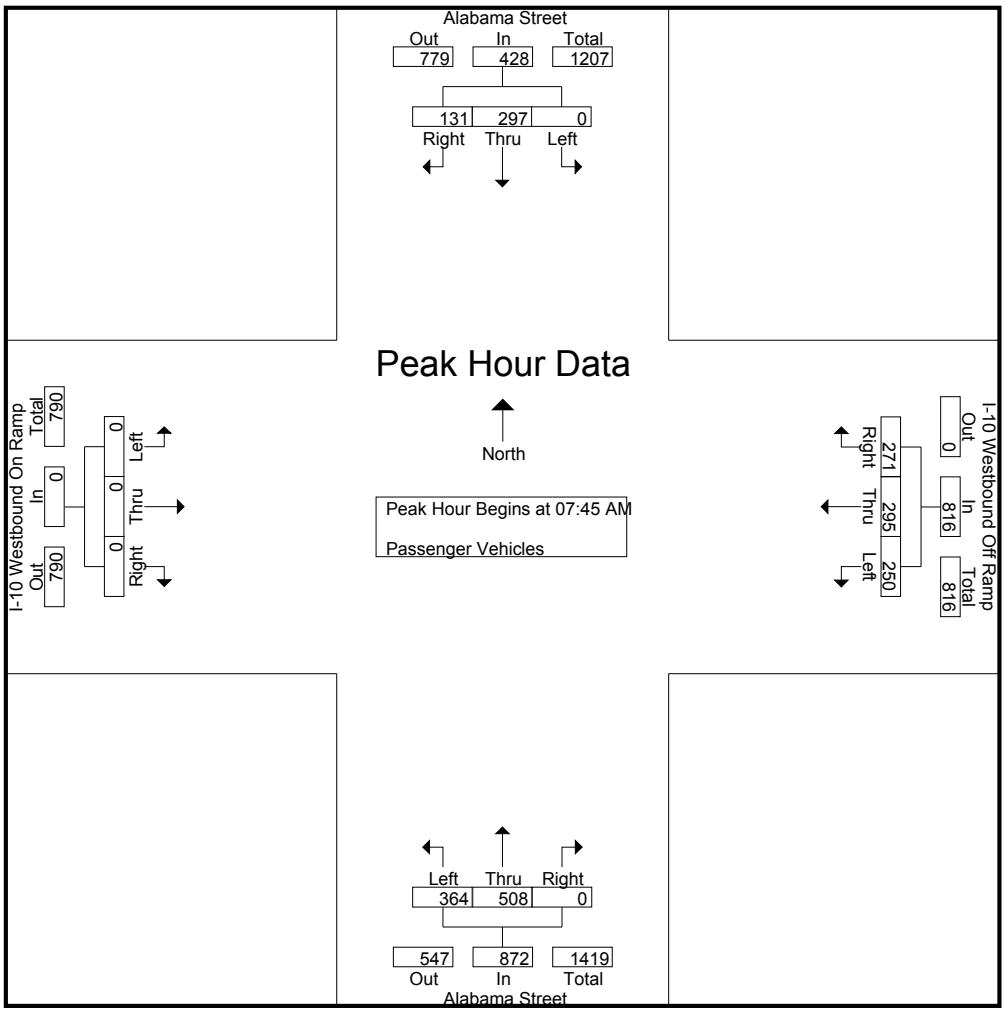

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	82	28	110	58	67	**78**	203	**102**	**154**	0	**256**	0	0	0	0
+15 mins.	0	54	**38**	92	47	72	62	181	91	140	0	231	0	0	0	0
+30 mins.	0	74	32	106	70	**83**	71	**224**	86	106	0	192	0	0	0	0
+45 mins.	0	**87**	33	**120**	**75**	73	60	208	85	108	0	193	0	0	0	0
Total Volume	0	297	131	428	250	295	271	816	364	508	0	872	0	0	0	0
% App. Total	0	69.4	30.6		30.6	36.2	33.2		41.7	58.3	0		0	0	0	
PHF	.000	.853	.862	.892	.833	.889	.869	.911	.892	.825	.000	.852	.000	.000	.000	.000

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City of Redlands
N/S: Alabama Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 08_RED_Alabama_10W AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Alabama Street Southbound				I-10 Westbound Off Ramp Westbound				Alabama Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	1	0	0	1	1	4	0	5	0	0	0	0	8
07:15 AM	0	1	1	2	2	2	1	5	1	4	0	5	0	0	0	0	12
07:30 AM	0	2	2	4	0	3	0	3	2	3	0	5	0	0	0	0	12
07:45 AM	0	2	0	2	2	4	1	7	1	6	0	7	0	0	0	0	16
Total	0	7	3	10	5	9	2	16	5	17	0	22	0	0	0	0	48
08:00 AM	0	1	2	3	0	3	2	5	4	4	0	8	0	0	0	0	16
08:15 AM	0	2	3	5	1	2	1	4	0	2	0	2	0	0	0	0	11
08:30 AM	0	2	2	4	0	1	2	3	2	3	0	5	0	0	0	0	12
08:45 AM	0	5	1	6	1	0	0	1	3	1	0	4	0	0	0	0	11
Total	0	10	8	18	2	6	5	13	9	10	0	19	0	0	0	0	50
Grand Total	0	17	11	28	7	15	7	29	14	27	0	41	0	0	0	0	98
Apprch %	0	60.7	39.3		24.1	51.7	24.1		34.1	65.9	0		0	0	0		
Total %	0	17.3	11.2	28.6	7.1	15.3	7.1	29.6	14.3	27.6	0	41.8	0	0	0	0	

	Alabama Street Southbound				I-10 Westbound Off Ramp Westbound				Alabama Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**2**	0	2	**2**	**4**	1	**7**	1	**6**	0	7	0	0	0	0	**16**
08:00 AM	0	1	2	3	0	3	**2**	5	**4**	4	0	**8**	0	0	0	0	16
08:15 AM	0	2	**3**	**5**	1	2	1	4	0	2	0	2	0	0	0	0	11
08:30 AM	0	2	2	4	0	1	2	3	2	3	0	5	0	0	0	0	12
Total Volume	0	7	7	14	3	10	6	19	7	15	0	22	0	0	0	0	55
% App. Total	0	50	50		15.8	52.6	31.6		31.8	68.2	0		0	0	0		
PHF	.000	.875	.583	.700	.375	.625	.750	.679	.438	.625	.000	.688	.000	.000	.000	.000	.859

Counts Unlimited
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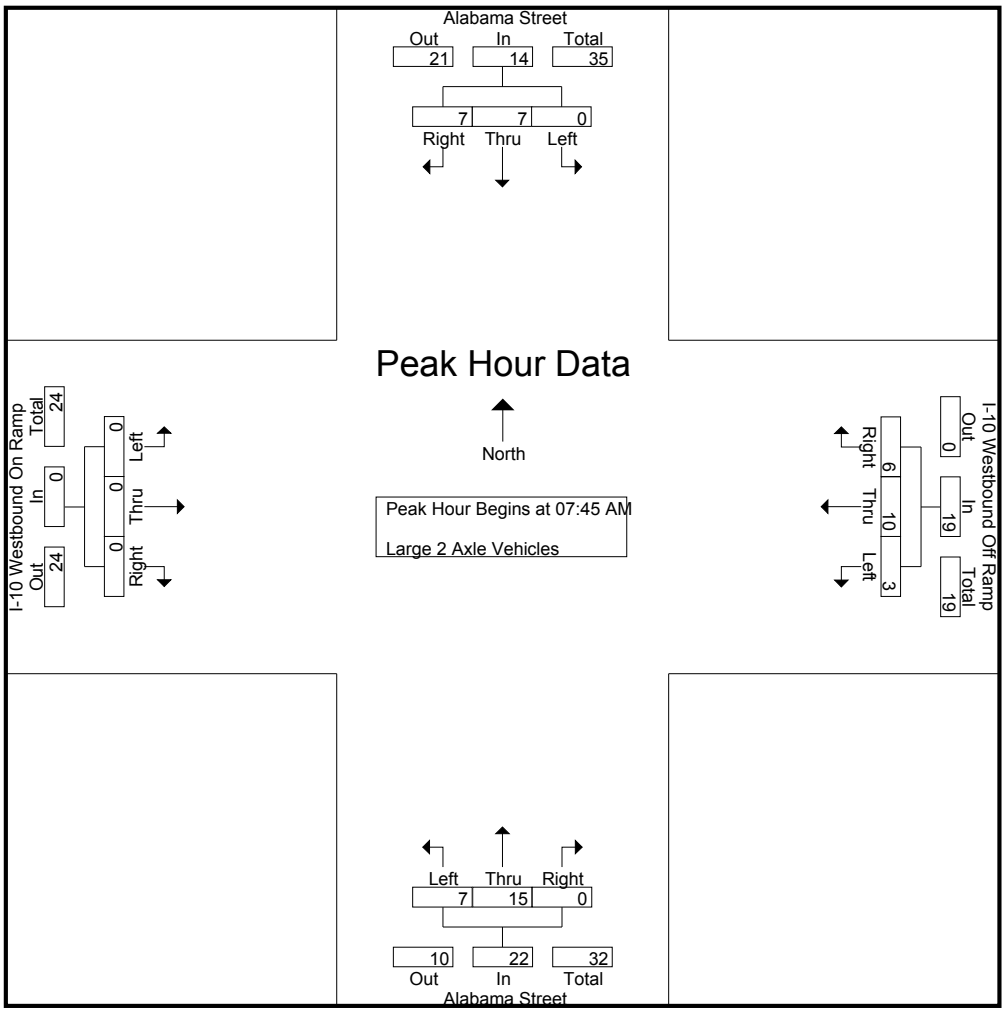
City of Redlands
N/S: Alabama Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 08_RED_Alabama_10W AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	**2**	0	2	**2**	**4**	1	**7**	1	**6**	0	7	0	0	0	0
+15 mins.	0	1	2	3	0	3	**2**	5	**4**	4	0	**8**	0	0	0	0
+30 mins.	0	2	**3**	**5**	1	2	1	4	0	2	0	2	0	0	0	0
+45 mins.	0	2	2	4	0	1	2	3	2	3	0	5	0	0	0	0
Total Volume	0	7	7	14	3	10	6	19	7	15	0	22	0	0	0	0
% App. Total	0	50	50		15.8	52.6	31.6		31.8	68.2	0		0	0	0	
PHF	.000	.875	.583	.700	.375	.625	.750	.679	.438	.625	.000	.688	.000	.000	.000	.000

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City of Redlands
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Groups Printed- 3 Axle Vehicles

	Alabama Street Southbound				I-10 Westbound Off Ramp Westbound				Alabama Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	0	0	1	3	0	4	0	0	0	0	5
07:15 AM	0	0	3	3	0	0	0	0	1	1	0	2	0	0	0	0	5
07:30 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	2	2	0	1	0	1	0	0	0	0	0	0	0	0	3
Total	0	0	8	8	0	1	0	1	2	4	0	6	0	0	0	0	15
08:00 AM	0	0	2	2	0	2	0	2	0	2	0	2	0	0	0	0	6
08:15 AM	0	1	2	3	0	0	0	0	1	1	0	2	0	0	0	0	5
08:30 AM	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:45 AM	0	0	4	4	0	0	0	0	0	1	0	1	0	0	0	0	5
Total	0	1	9	10	0	2	0	2	1	6	0	7	0	0	0	0	19
Grand Total	0	1	17	18	0	3	0	3	3	10	0	13	0	0	0	0	34
Apprch %	0	5.6	94.4		0	100	0		23.1	76.9	0		0	0	0		
Total %	0	2.9	50	52.9	0	8.8	0	8.8	8.8	29.4	0	38.2	0	0	0	0	

	Alabama Street Southbound				I-10 Westbound Off Ramp Westbound				Alabama Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	**2**	2	0	1	0	1	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	2	2	0	**2**	0	**2**	0	**2**	0	**2**	0	0	0	0	**6**
08:15 AM	0	**1**	2	**3**	0	0	0	0	**1**	1	0	2	0	0	0	0	5
08:30 AM	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total Volume	0	1	7	8	0	3	0	3	1	5	0	6	0	0	0	0	17
% App. Total	0	12.5	87.5		0	100	0		16.7	83.3	0		0	0	0		
PHF	.000	.250	.875	.667	.000	.375	.000	.375	.250	.625	.000	.750	.000	.000	.000	.000	.708

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City of Redlands
N/S: Alabama Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 08_RED_Alabama_10W AM
Site Code : 06718128
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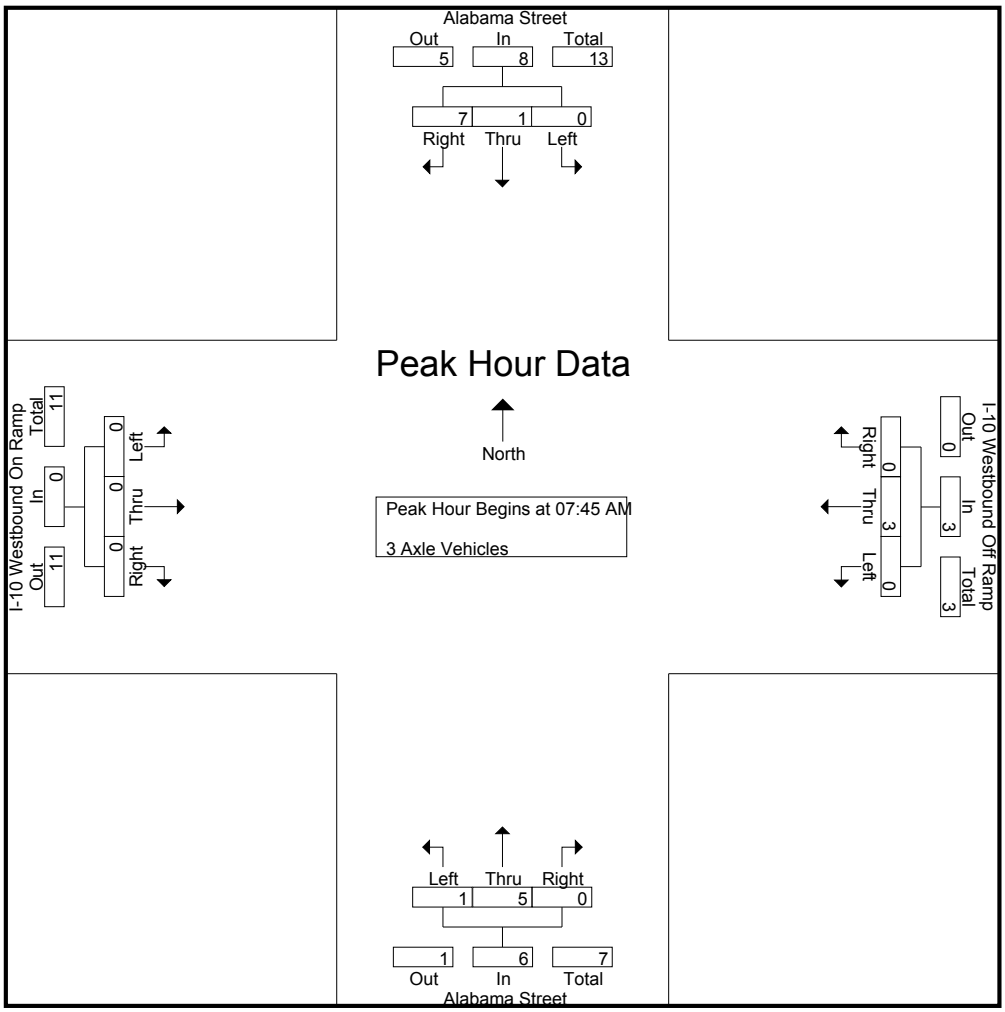

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	**2**	2	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	2	2	0	**2**	0	**2**	0	**2**	0	**2**	0	0	0	0
+30 mins.	0	**1**	2	**3**	0	0	0	0	**1**	1	0	2	0	0	0	0
+45 mins.	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	1	7	8	0	3	0	3	1	5	0	6	0	0	0	0
% App. Total	0	12.5	87.5		0	100	0		16.7	83.3	0		0	0	0	
PHF	.000	.250	.875	.667	.000	.375	.000	.375	.250	.625	.000	.750	.000	.000	.000	.000

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City of Redlands
N/S: Alabama Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 08_RED_Alabama_10W AM
Site Code : 06718128
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Groups Printed- 4+ Axle Trucks

	Alabama Street Southbound				I-10 Westbound Off Ramp Westbound				Alabama Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	6	6	0	0	2	2	2	2	0	4	0	0	0	0	12
07:15 AM	0	1	2	3	0	0	1	1	2	4	0	6	0	0	0	0	10
07:30 AM	0	1	7	8	0	2	0	2	0	2	0	2	0	0	0	0	12
07:45 AM	0	0	4	4	0	0	6	6	1	3	0	4	0	0	0	0	14
Total	0	2	19	21	0	2	9	11	5	11	0	16	0	0	0	0	48
08:00 AM	0	0	6	6	2	0	3	5	2	5	0	7	0	0	0	0	18
08:15 AM	0	1	5	6	1	0	2	3	2	4	0	6	0	0	0	0	15
08:30 AM	0	0	6	6	1	0	2	3	4	4	0	8	0	0	0	0	17
08:45 AM	0	0	4	4	0	0	0	0	2	6	0	8	0	0	0	0	12
Total	0	1	21	22	4	0	7	11	10	19	0	29	0	0	0	0	62
Grand Total	0	3	40	43	4	2	16	22	15	30	0	45	0	0	0	0	110
Apprch %	0	7	93		18.2	9.1	72.7		33.3	66.7	0		0	0	0		
Total %	0	2.7	36.4	39.1	3.6	1.8	14.5	20	13.6	27.3	0	40.9	0	0	0	0	

	Alabama Street Southbound				I-10 Westbound Off Ramp Westbound				Alabama Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	4	4	0	0	**6**	**6**	1	3	0	4	0	0	0	0	14
08:00 AM	0	0	**6**	**6**	**2**	0	3	5	2	**5**	0	7	0	0	0	0	**18**
08:15 AM	0	**1**	5	6	1	0	2	3	2	4	0	6	0	0	0	0	15
08:30 AM	0	0	6	6	1	0	2	3	**4**	4	0	**8**	0	0	0	0	17
Total Volume	0	1	21	22	4	0	13	17	9	16	0	25	0	0	0	0	64
% App. Total	0	4.5	95.5		23.5	0	76.5		36	64	0		0	0	0		
PHF	.000	.250	.875	.917	.500	.000	.542	.708	.563	.800	.000	.781	.000	.000	.000	.000	.889

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City of Redlands
N/S: Alabama Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 08_RED_Alabama_10W AM
Site Code : 06718128
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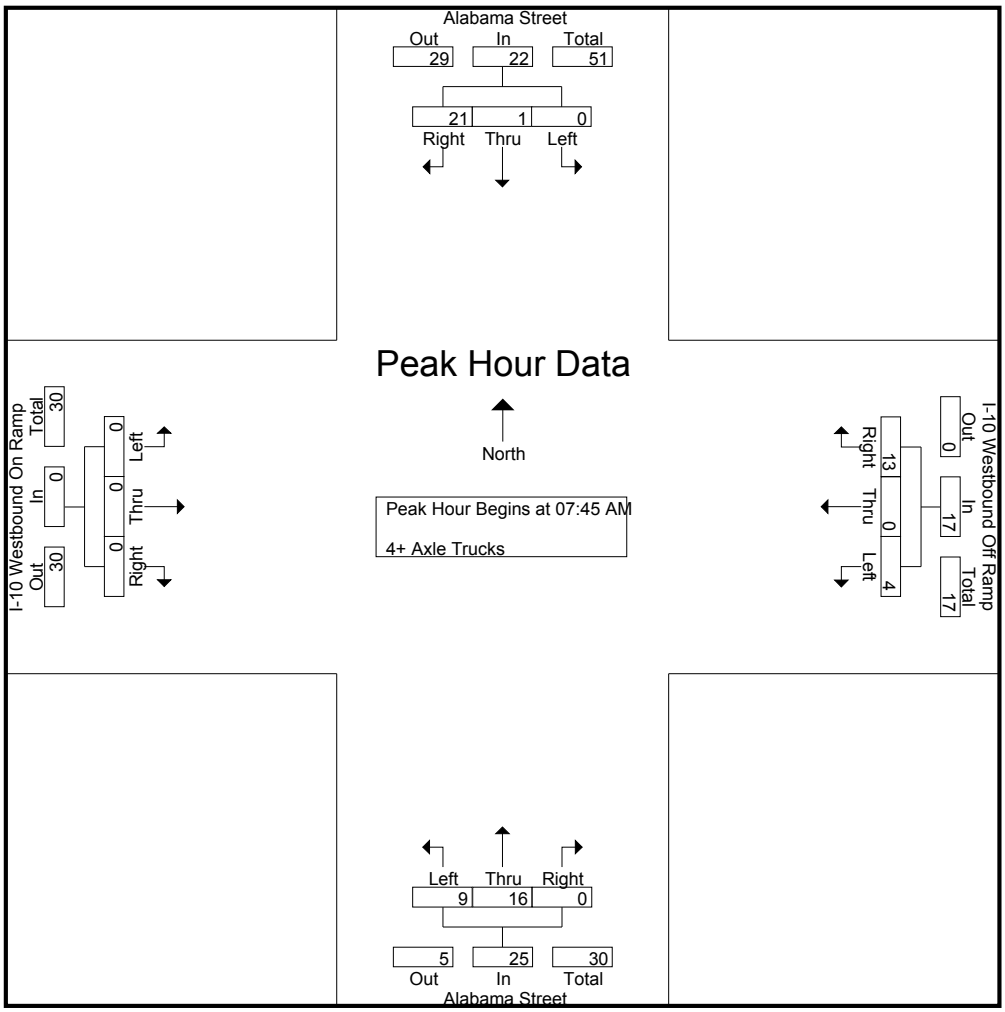

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	4	4	0	0	**6**	**6**	1	3	0	4	0	0	0	0
+15 mins.	0	0	**6**	**6**	**2**	0	3	5	2	**5**	0	7	0	0	0	0
+30 mins.	0	**1**	5	6	1	0	2	3	2	4	0	6	0	0	0	0
+45 mins.	0	0	6	6	1	0	2	3	**4**	4	0	**8**	0	0	0	0
Total Volume	0	1	21	22	4	0	13	17	9	16	0	25	0	0	0	0
% App. Total	0	4.5	95.5		23.5	0	76.5		36	64	0		0	0	0	
PHF	.000	.250	.875	.917	.500	.000	.542	.708	.563	.800	.000	.781	.000	.000	.000	.000

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City of Redlands
N/S: Alabama Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 08_RED_Alabama_10W PM
Site Code : 06718128
Start Date : 2/21/2018
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alabama Street Southbound				I-10 Westbound Off Ramp Westbound				Alabama Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	154	93	247	34	80	44	158	117	195	0	312	0	0	0	0	717
04:15 PM	0	142	109	251	35	77	46	158	86	201	0	287	0	0	0	0	696
04:30 PM	0	180	117	297	36	66	30	132	104	174	0	278	0	0	0	0	707
04:45 PM	0	176	106	282	54	82	39	175	86	176	0	262	0	0	0	0	719
Total	0	652	425	1077	159	305	159	623	393	746	0	1139	0	0	0	0	2839
05:00 PM	0	181	95	276	45	76	35	156	91	171	0	262	0	0	0	0	694
05:15 PM	0	183	102	285	37	79	36	152	84	208	0	292	0	0	0	0	729
05:30 PM	0	168	112	280	35	76	37	148	87	205	0	292	0	0	0	0	720
05:45 PM	0	153	95	248	46	72	41	159	78	183	0	261	0	0	0	0	668
Total	0	685	404	1089	163	303	149	615	340	767	0	1107	0	0	0	0	2811
Grand Total	0	1337	829	2166	322	608	308	1238	733	1513	0	2246	0	0	0	0	5650
Apprch %	0	61.7	38.3		26	49.1	24.9		32.6	67.4	0		0	0	0		
Total %	0	23.7	14.7	38.3	5.7	10.8	5.5	21.9	13	26.8	0	39.8	0	0	0	0	
Passenger Vehicles	0	1324	786	2110	313	597	297	1207	719	1472	0	2191	0	0	0	0	5508
% Passenger Vehicles	0	99	94.8	97.4	97.2	98.2	96.4	97.5	98.1	97.3	0	97.6	0	0	0	0	97.5
Large 2 Axle Vehicles	0	8	8	16	6	9	1	16	11	14	0	25	0	0	0	0	57
% Large 2 Axle Vehicles	0	0.6	1	0.7	1.9	1.5	0.3	1.3	1.5	0.9	0	1.1	0	0	0	0	1
3 Axle Vehicles	0	2	9	11	2	0	0	2	2	2	0	4	0	0	0	0	17
% 3 Axle Vehicles	0	0.1	1.1	0.5	0.6	0	0	0.2	0.3	0.1	0	0.2	0	0	0	0	0.3
4+ Axle Trucks	0	3	26	29	1	2	10	13	1	25	0	26	0	0	0	0	68
% 4+ Axle Trucks	0	0.2	3.1	1.3	0.3	0.3	3.2	1.1	0.1	1.7	0	1.2	0	0	0	0	1.2

	Alabama Street Southbound				I-10 Westbound Off Ramp Westbound				Alabama Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	176	106	282	**54**	**82**	**39**	**175**	86	176	0	262	0	0	0	0	719
05:00 PM	0	181	95	276	45	76	35	156	**91**	171	0	262	0	0	0	0	694
05:15 PM	0	**183**	102	**285**	37	79	36	152	84	**208**	0	**292**	0	0	0	0	**729**
05:30 PM	0	168	**112**	280	35	76	37	148	87	205	0	292	0	0	0	0	720
Total Volume	0	708	415	1123	171	313	147	631	348	760	0	1108	0	0	0	0	2862
% App. Total	0	63	37		27.1	49.6	23.3		31.4	68.6	0		0	0	0		
PHF	.000	.967	.926	.985	.792	.954	.942	.901	.956	.913	.000	.949	.000	.000	.000	.000	.981

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City of Redlands
N/S: Alabama Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 08_RED_Alabama_10W PM
Site Code : 06718128
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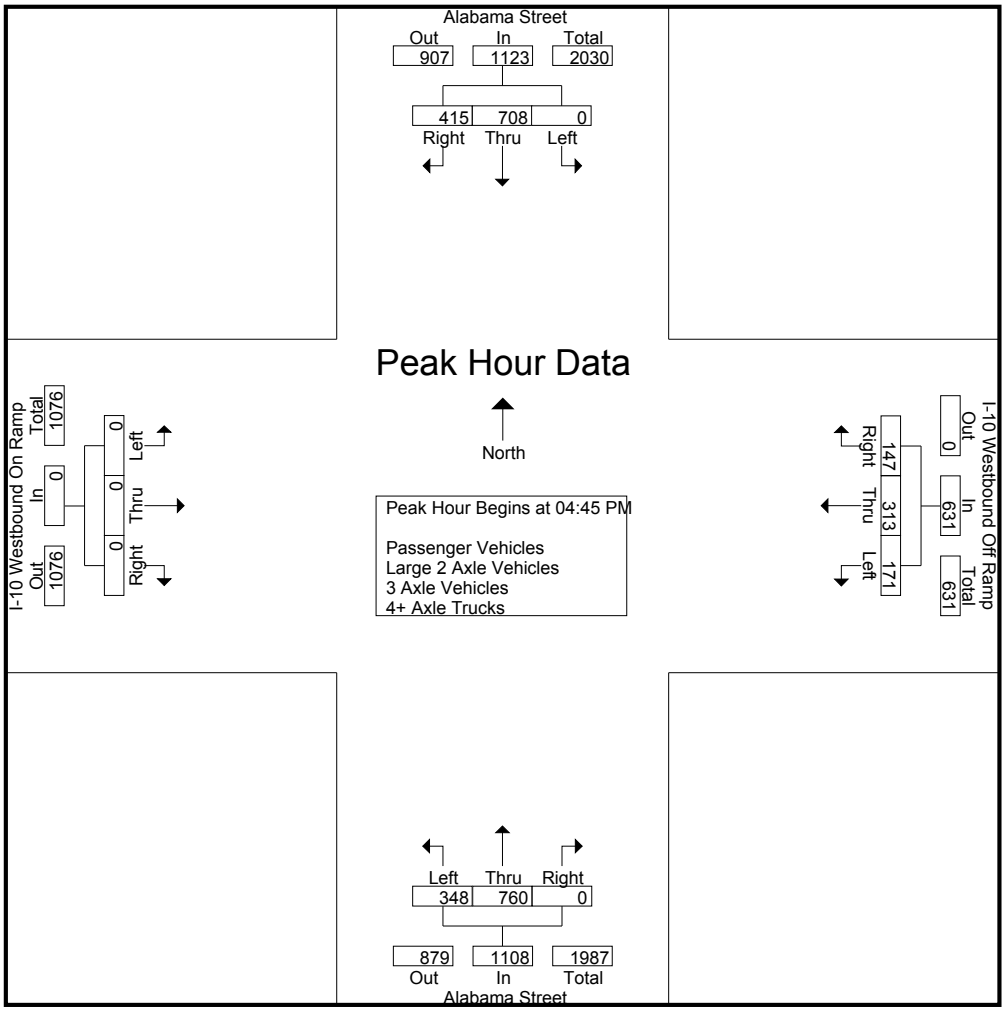

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:00 PM				04:00 PM			
+0 mins.	0	180	**117**	**297**	**54**	**82**	**39**	**175**	**117**	195	0	**312**	0	0	0	0
+15 mins.	0	176	106	282	45	76	35	156	86	**201**	0	287	0	0	0	0
+30 mins.	0	181	95	276	37	79	36	152	104	174	0	278	0	0	0	0
+45 mins.	0	**183**	102	285	35	76	37	148	86	176	0	262	0	0	0	0
Total Volume	0	720	420	1140	171	313	147	631	393	746	0	1139	0	0	0	0
% App. Total	0	63.2	36.8		27.1	49.6	23.3		34.5	65.5	0		0	0	0	
PHF	.000	.984	.897	.960	.792	.954	.942	.901	.840	.928	.000	.913	.000	.000	.000	.000

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City of Redlands
N/S: Alabama Street
E/W: I-10 Westbound Ramps
Weather: Clear

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Groups Printed- Passenger Vehicles

	Alabama Street Southbound				I-10 Westbound Off Ramp Westbound				Alabama Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	153	85	238	33	78	44	155	115	190	0	305	0	0	0	0	698
04:15 PM	0	141	105	246	33	76	45	154	85	193	0	278	0	0	0	0	678
04:30 PM	0	180	115	295	35	65	28	128	101	167	0	268	0	0	0	0	691
04:45 PM	0	174	103	277	54	76	36	166	83	172	0	255	0	0	0	0	698
Total	0	648	408	1056	155	295	153	603	384	722	0	1106	0	0	0	0	2765
05:00 PM	0	178	90	268	42	76	32	150	89	167	0	256	0	0	0	0	674
05:15 PM	0	182	94	276	35	79	35	149	84	203	0	287	0	0	0	0	712
05:30 PM	0	165	101	266	35	76	37	148	85	201	0	286	0	0	0	0	700
05:45 PM	0	151	93	244	46	71	40	157	77	179	0	256	0	0	0	0	657
Total	0	676	378	1054	158	302	144	604	335	750	0	1085	0	0	0	0	2743
Grand Total	0	1324	786	2110	313	597	297	1207	719	1472	0	2191	0	0	0	0	5508
Apprch %	0	62.7	37.3		25.9	49.5	24.6		32.8	67.2	0		0	0	0		
Total %	0	24	14.3	38.3	5.7	10.8	5.4	21.9	13.1	26.7	0	39.8	0	0	0	0	

	Alabama Street Southbound				I-10 Westbound Off Ramp Westbound				Alabama Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	174	**103**	**277**	**54**	76	36	**166**	83	172	0	255	0	0	0	0	698
05:00 PM	0	178	90	268	42	76	32	150	**89**	167	0	256	0	0	0	0	674
05:15 PM	0	**182**	94	276	35	**79**	35	149	84	**203**	0	**287**	0	0	0	0	**712**
05:30 PM	0	165	101	266	35	76	**37**	148	85	201	0	286	0	0	0	0	700
Total Volume	0	699	388	1087	166	307	140	613	341	743	0	1084	0	0	0	0	2784
% App. Total	0	64.3	35.7		27.1	50.1	22.8		31.5	68.5	0		0	0	0		
PHF	.000	.960	.942	.981	.769	.972	.946	.923	.958	.915	.000	.944	.000	.000	.000	.000	.978

Counts Unlimited
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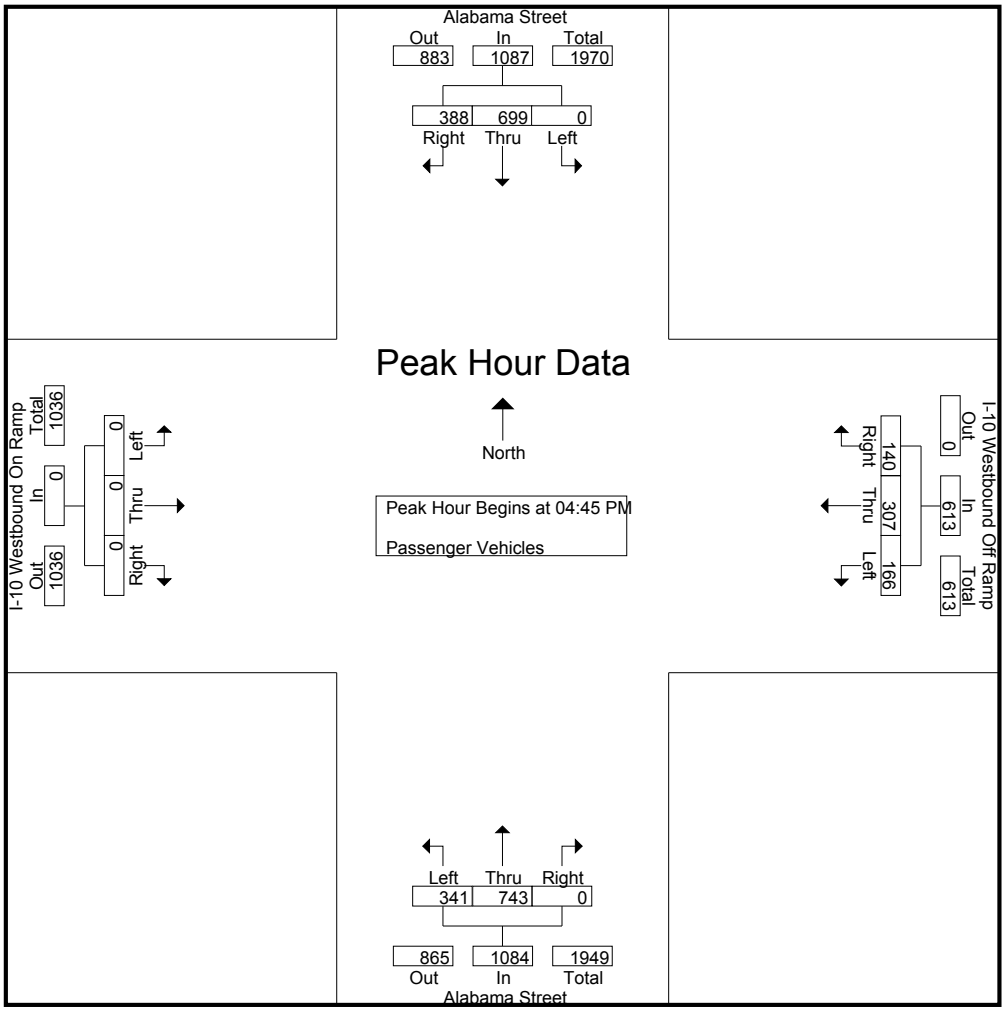
City of Redlands
N/S: Alabama Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 08_RED_Alabama_10W PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	174	**103**	**277**	**54**	76	36	**166**	83	172	0	255	0	0	0	0
+15 mins.	0	178	90	268	42	76	32	150	**89**	167	0	256	0	0	0	0
+30 mins.	0	**182**	94	276	35	**79**	35	149	84	**203**	0	**287**	0	0	0	0
+45 mins.	0	165	101	266	35	76	**37**	148	85	201	0	286	0	0	0	0
Total Volume	0	699	388	1087	166	307	140	613	341	743	0	1084	0	0	0	0
% App. Total	0	64.3	35.7		27.1	50.1	22.8		31.5	68.5	0		0	0	0	
PHF	.000	.960	.942	.981	.769	.972	.946	.923	.958	.915	.000	.944	.000	.000	.000	.000

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City of Redlands
N/S: Alabama Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 08_RED_Alabama_10W PM
Site Code : 06718128
Start Date : 2/21/2018
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Groups Printed- Large 2 Axle Vehicles

	Alabama Street Southbound				I-10 Westbound Off Ramp Westbound				Alabama Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	2	3	0	1	0	1	2	1	0	3	0	0	0	0	7
04:15 PM	0	1	1	2	2	1	0	3	1	2	0	3	0	0	0	0	8
04:30 PM	0	0	0	0	1	0	0	1	2	1	0	3	0	0	0	0	4
04:45 PM	0	1	1	2	0	6	0	6	2	1	0	3	0	0	0	0	11
Total	0	3	4	7	3	8	0	11	7	5	0	12	0	0	0	0	30
05:00 PM	0	0	0	0	2	0	0	2	2	2	0	4	0	0	0	0	6
05:15 PM	0	1	1	2	1	0	1	2	0	3	0	3	0	0	0	0	7
05:30 PM	0	2	3	5	0	0	0	0	1	3	0	4	0	0	0	0	9
05:45 PM	0	2	0	2	0	1	0	1	1	1	0	2	0	0	0	0	5
Total	0	5	4	9	3	1	1	5	4	9	0	13	0	0	0	0	27
Grand Total	0	8	8	16	6	9	1	16	11	14	0	25	0	0	0	0	57
Apprch %	0	50	50		37.5	56.2	6.2		44	56	0		0	0	0		
Total %	0	14	14	28.1	10.5	15.8	1.8	28.1	19.3	24.6	0	43.9	0	0	0	0	

	Alabama Street Southbound				I-10 Westbound Off Ramp Westbound				Alabama Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	1	1	2	0	**6**	0	**6**	**2**	1	0	3	0	0	0	0	**11**
05:00 PM	0	0	0	0	**2**	0	0	2	2	2	0	**4**	0	0	0	0	6
05:15 PM	0	1	1	2	1	0	**1**	2	0	**3**	0	3	0	0	0	0	7
05:30 PM	0	**2**	**3**	**5**	0	0	0	0	1	3	0	4	0	0	0	0	9
Total Volume	0	4	5	9	3	6	1	10	5	9	0	14	0	0	0	0	33
% App. Total	0	44.4	55.6		30	60	10		35.7	64.3	0		0	0	0		
PHF	.000	.500	.417	.450	.375	.250	.250	.417	.625	.750	.000	.875	.000	.000	.000	.000	.750

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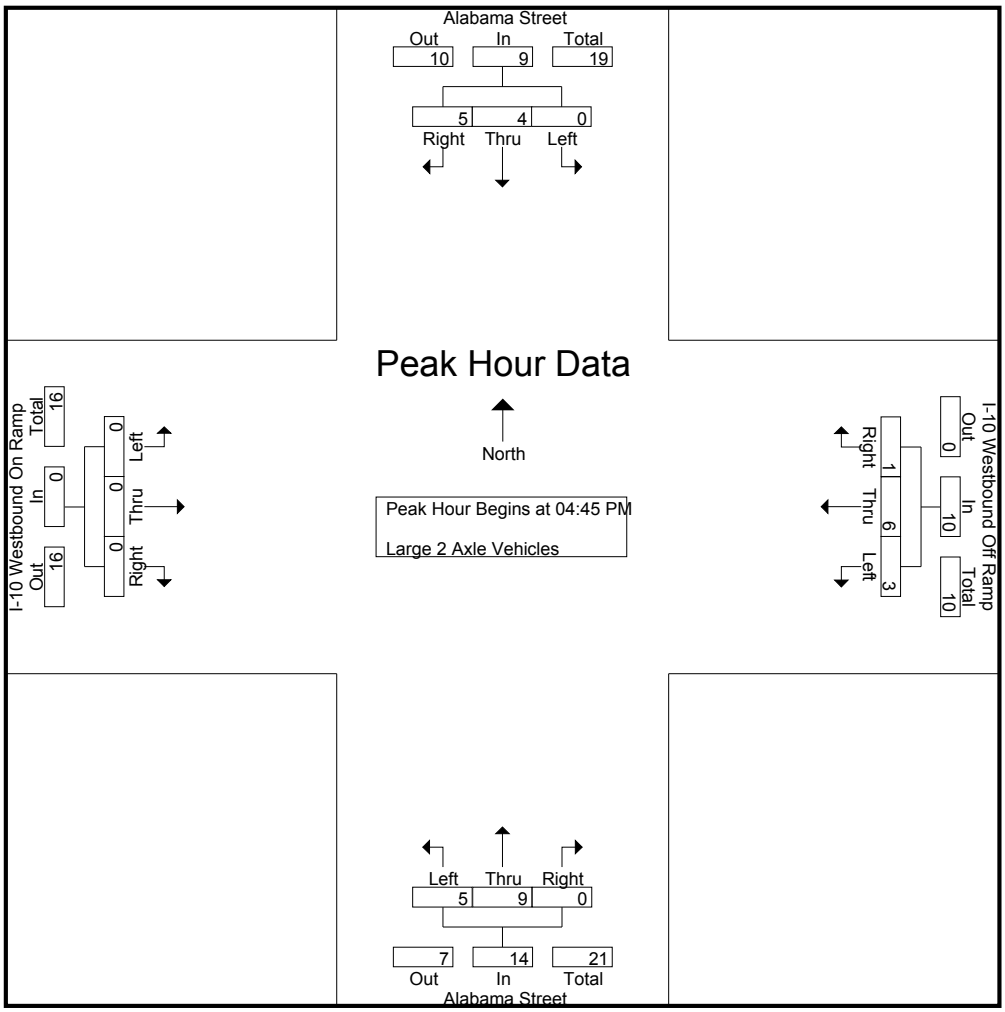
City of Redlands
N/S: Alabama Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 08_RED_Alabama_10W PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	1	1	2	0	**6**	0	**6**	**2**	1	0	3	0	0	0	0
+15 mins.	0	0	0	0	**2**	0	0	2	2	2	0	**4**	0	0	0	0
+30 mins.	0	1	1	2	1	0	**1**	2	0	**3**	0	3	0	0	0	0
+45 mins.	0	**2**	**3**	**5**	0	0	0	0	1	3	0	4	0	0	0	0
Total Volume	0	4	5	9	3	6	1	10	5	9	0	14	0	0	0	0
% App. Total	0	44.4	55.6		30	60	10		35.7	64.3	0		0	0	0	
PHF	.000	.500	.417	.450	.375	.250	.250	.417	.625	.750	.000	.875	.000	.000	.000	.000

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City of Redlands
N/S: Alabama Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 08_RED_Alabama_10W PM
Site Code : 06718128
Start Date : 2/21/2018
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Groups Printed- 3 Axle Vehicles

	Alabama Street Southbound				I-10 Westbound Off Ramp Westbound				Alabama Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	1	1	0	0	0	0	1	0	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	3	1	0	0	1	1	0	0	1	0	0	0	0	5
05:00 PM	0	1	1	2	1	0	0	1	0	1	0	1	0	0	0	0	4
05:15 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	1	2	3	0	0	0	0	1	1	0	2	0	0	0	0	5
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	6	8	1	0	0	1	1	2	0	3	0	0	0	0	12
Grand Total	0	2	9	11	2	0	0	2	2	2	0	4	0	0	0	0	17
Apprch %	0	18.2	81.8		100	0	0		50	50	0		0	0	0		
Total %	0	11.8	52.9	64.7	11.8	0	0	11.8	11.8	11.8	0	23.5	0	0	0	0	

	Alabama Street Southbound				I-10 Westbound Off Ramp Westbound				Alabama Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	**1**	1	2	**1**	0	0	**1**	0	**1**	0	1	0	0	0	0	4
05:15 PM	0	0	**2**	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	1	2	**3**	0	0	0	0	**1**	1	0	**2**	0	0	0	0	**5**
Total Volume	0	2	5	7	1	0	0	1	1	2	0	3	0	0	0	0	11
% App. Total	0	28.6	71.4		100	0	0		33.3	66.7	0		0	0	0		
PHF	.000	.500	.625	.583	.250	.000	.000	.250	.250	.500	.000	.375	.000	.000	.000	.000	.550

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City of Redlands
N/S: Alabama Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 08_RED_Alabama_10W PM
Site Code : 06718128
Start Date : 2/21/2018
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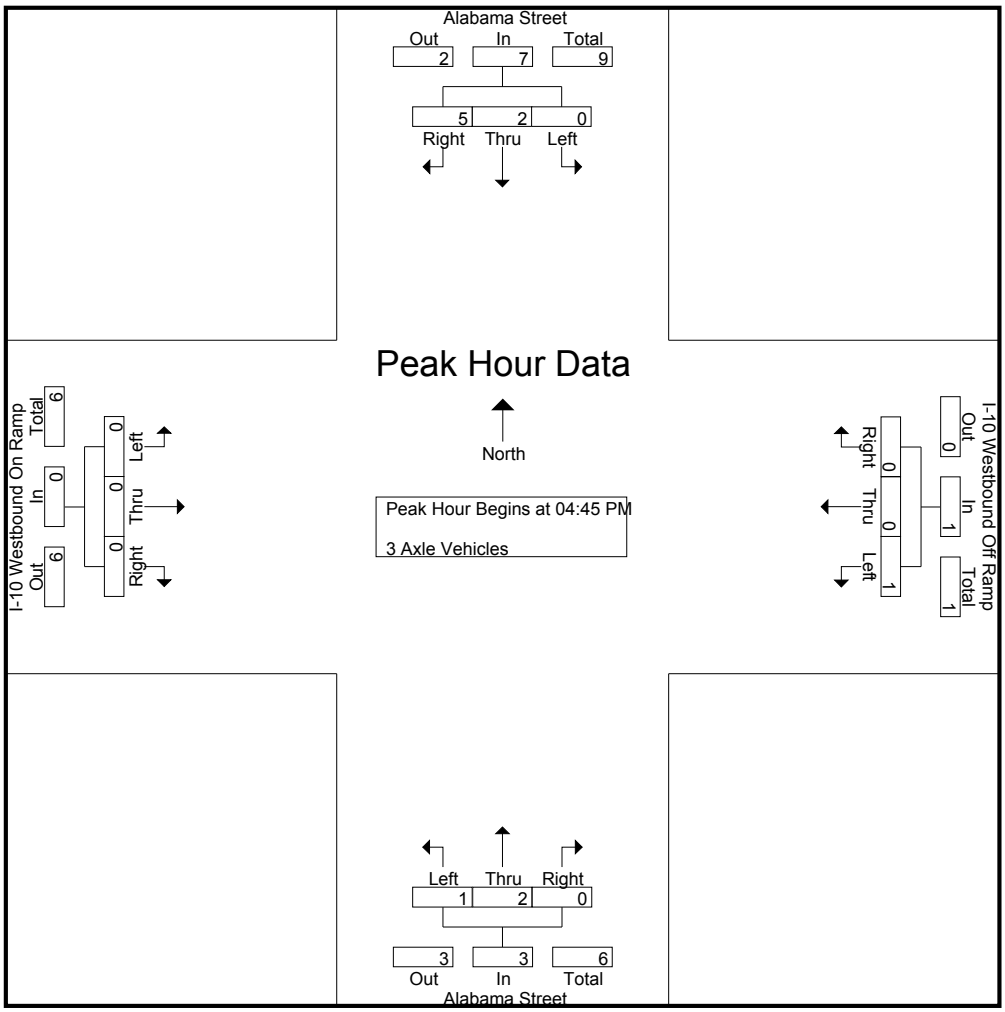

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	1	2	**1**	0	0	**1**	0	**1**	0	1	0	0	0	0
+30 mins.	0	0	**2**	2	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	2	**3**	0	0	0	0	**1**	1	0	**2**	0	0	0	0
Total Volume	0	2	5	7	1	0	0	1	1	2	0	3	0	0	0	0
% App. Total	0	28.6	71.4		100	0	0		33.3	66.7	0		0	0	0	
PHF	.000	.500	.625	.583	.250	.000	.000	.250	.250	.500	.000	.375	.000	.000	.000	.000

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City of Redlands
N/S: Alabama Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 08_RED_Alabama_10W PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- 4+ Axle Trucks

	Alabama Street Southbound				I-10 Westbound Off Ramp Westbound				Alabama Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	5	5	0	1	0	1	0	4	0	4	0	0	0	0	10
04:15 PM	0	0	2	2	0	0	1	1	0	6	0	6	0	0	0	0	9
04:30 PM	0	0	1	1	0	1	2	3	0	6	0	6	0	0	0	0	10
04:45 PM	0	1	2	3	0	0	3	3	1	3	0	4	0	0	0	0	10
Total	0	1	10	11	0	2	6	8	1	19	0	20	0	0	0	0	39
05:00 PM	0	2	4	6	0	0	3	3	0	1	0	1	0	0	0	0	10
05:15 PM	0	0	5	5	1	0	0	1	0	2	0	2	0	0	0	0	8
05:30 PM	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	6
05:45 PM	0	0	1	1	0	0	1	1	0	3	0	3	0	0	0	0	5
Total	0	2	16	18	1	0	4	5	0	6	0	6	0	0	0	0	29
Grand Total	0	3	26	29	1	2	10	13	1	25	0	26	0	0	0	0	68
Apprch %	0	10.3	89.7		7.7	15.4	76.9		3.8	96.2	0		0	0	0		
Total %	0	4.4	38.2	42.6	1.5	2.9	14.7	19.1	1.5	36.8	0	38.2	0	0	0	0	

	Alabama Street Southbound				I-10 Westbound Off Ramp Westbound				Alabama Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	1	2	3	0	0	**3**	**3**	**1**	**3**	0	**4**	0	0	0	0	**10**
05:00 PM	0	**2**	4	**6**	0	0	3	3	0	1	0	1	0	0	0	0	10
05:15 PM	0	0	5	5	**1**	0	0	1	0	2	0	2	0	0	0	0	8
05:30 PM	0	0	**6**	6	0	0	0	0	0	0	0	0	0	0	0	0	6
Total Volume	0	3	17	20	1	0	6	7	1	6	0	7	0	0	0	0	34
% App. Total	0	15	85		14.3	0	85.7		14.3	85.7	0		0	0	0		
PHF	.000	.375	.708	.833	.250	.000	.500	.583	.250	.500	.000	.438	.000	.000	.000	.000	.850

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City of Redlands
N/S: Alabama Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 08_RED_Alabama_10W PM
Site Code : 06718128
Start Date : 2/21/2018
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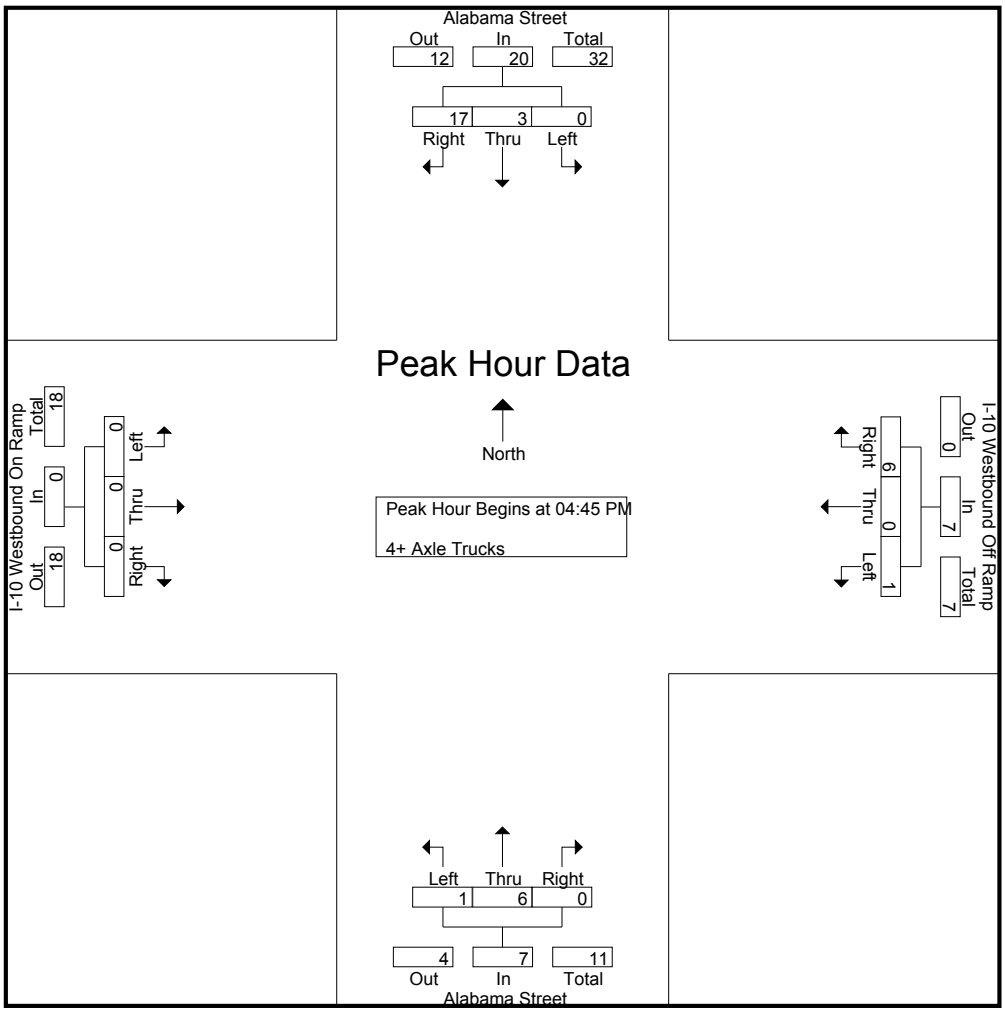

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	1	2	3	0	0	**3**	**3**	**1**	**3**	0	**4**	0	0	0	0
+15 mins.	0	**2**	4	**6**	0	0	3	3	0	1	0	1	0	0	0	0
+30 mins.	0	0	5	5	**1**	0	0	1	0	2	0	2	0	0	0	0
+45 mins.	0	0	**6**	6	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	17	20	1	0	6	7	1	6	0	7	0	0	0	0
% App. Total	0	15	85		14.3	0	85.7		14.3	85.7	0		0	0	0	
PHF	.000	.375	.708	.833	.250	.000	.500	.583	.250	.500	.000	.438	.000	.000	.000	.000

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City of Redlands
N/S: Alabama Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 09_RED_Alabama_10E AM
Site Code : 06718128
Start Date : 2/21/2018
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	82	0	93	0	0	0	0	0	138	16	154	54	0	91	145	392
07:15 AM	9	89	0	98	0	0	0	0	0	122	22	144	73	0	76	149	391
07:30 AM	14	106	0	120	0	0	0	0	0	123	29	152	62	1	111	174	446
07:45 AM	12	132	0	144	0	0	0	0	0	171	23	194	103	3	146	252	590
Total	46	409	0	455	0	0	0	0	0	554	90	644	292	4	424	720	1819
08:00 AM	13	92	0	105	0	0	0	0	0	157	20	177	92	1	123	216	498
08:15 AM	12	136	0	148	0	0	0	0	0	136	28	164	57	0	117	174	486
08:30 AM	12	156	0	168	0	0	0	0	0	129	22	151	84	1	111	196	515
08:45 AM	23	160	0	183	0	0	0	0	0	124	23	147	78	0	147	225	555
Total	60	544	0	604	0	0	0	0	0	546	93	639	311	2	498	811	2054
Grand Total	106	953	0	1059	0	0	0	0	0	1100	183	1283	603	6	922	1531	3873
Apprch %	10	90	0		0	0	0		0	85.7	14.3		39.4	0.4	60.2		
Total %	2.7	24.6	0	27.3	0	0	0	0	0	28.4	4.7	33.1	15.6	0.2	23.8	39.5	
Passenger Vehicles	97	925	0	1022	0	0	0	0	0	1053	168	1221	545	4	881	1430	3673
% Passenger Vehicles	91.5	97.1	0	96.5	0	0	0	0	0	95.7	91.8	95.2	90.4	66.7	95.6	93.4	94.8
Large 2 Axle Vehicles	8	21	0	29	0	0	0	0	0	27	11	38	18	2	24	44	111
% Large 2 Axle Vehicles	7.5	2.2	0	2.7	0	0	0	0	0	2.5	6	3	3	33.3	2.6	2.9	2.9
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	3	0	3	11	0	4	15	19
% 3 Axle Vehicles	0	0.1	0	0.1	0	0	0	0	0	0.3	0	0.2	1.8	0	0.4	1	0.5
4+ Axle Trucks	1	6	0	7	0	0	0	0	0	17	4	21	29	0	13	42	70
% 4+ Axle Trucks	0.9	0.6	0	0.7	0	0	0	0	0	1.5	2.2	1.6	4.8	0	1.4	2.7	1.8

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	12	132	0	144	0	0	0	0	0	**171**	23	**194**	**103**	**3**	**146**	**252**	**590**
08:00 AM	**13**	92	0	105	0	0	0	0	0	157	20	177	92	1	123	216	498
08:15 AM	12	136	0	148	0	0	0	0	0	136	**28**	164	57	0	117	174	486
08:30 AM	12	**156**	0	**168**	0	0	0	0	0	129	22	151	84	1	111	196	515
Total Volume	49	516	0	565	0	0	0	0	0	593	93	686	336	5	497	838	2089
% App. Total	8.7	91.3	0		0	0	0		0	86.4	13.6		40.1	0.6	59.3		
PHF	.942	.827	.000	.841	.000	.000	.000	.000	.000	.867	.830	.884	.816	.417	.851	.831	.885

Counts Unlimited
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City of Redlands
N/S: Alabama Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 09_RED_Alabama_10E AM
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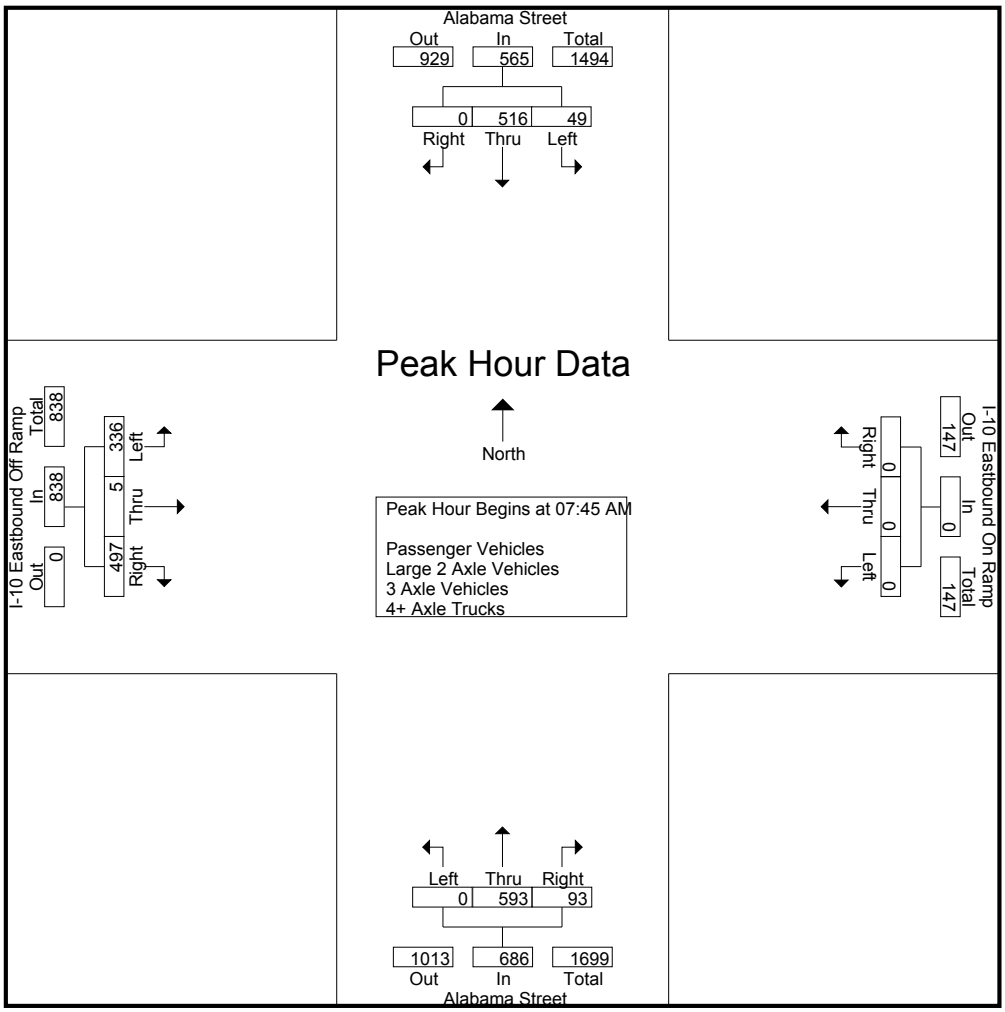

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				07:30 AM				07:45 AM			
+0 mins.	13	92	0	105	0	0	0	0	0	123	**29**	152	**103**	**3**	**146**	**252**
+15 mins.	12	136	0	148	0	0	0	0	0	**171**	23	**194**	92	1	123	216
+30 mins.	12	156	0	168	0	0	0	0	0	157	20	177	57	0	117	174
+45 mins.	**23**	**160**	0	**183**	0	0	0	0	0	136	28	164	84	1	111	196
Total Volume	60	544	0	604	0	0	0	0	0	587	100	687	336	5	497	838
% App. Total	9.9	90.1	0		0	0	0		0	85.4	14.6		40.1	0.6	59.3	
PHF	.652	.850	.000	.825	.000	.000	.000	.000	.000	.858	.862	.885	.816	.417	.851	.831

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City of Redlands
N/S: Alabama Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 09_RED_Alabama_10E AM
Site Code : 06718128
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Groups Printed- Passenger Vehicles

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	78	0	89	0	0	0	0	0	133	15	148	47	0	88	135	372
07:15 AM	9	86	0	95	0	0	0	0	0	115	18	133	67	0	74	141	369
07:30 AM	13	103	0	116	0	0	0	0	0	120	28	148	56	0	108	164	428
07:45 AM	10	129	0	139	0	0	0	0	0	166	23	189	98	3	140	241	569
Total	43	396	0	439	0	0	0	0	0	534	84	618	268	3	410	681	1738
08:00 AM	12	90	0	102	0	0	0	0	0	149	18	167	83	1	116	200	469
08:15 AM	11	129	0	140	0	0	0	0	0	131	26	157	51	0	114	165	462
08:30 AM	11	153	0	164	0	0	0	0	0	122	19	141	75	0	105	180	485
08:45 AM	20	157	0	177	0	0	0	0	0	117	21	138	68	0	136	204	519
Total	54	529	0	583	0	0	0	0	0	519	84	603	277	1	471	749	1935
Grand Total	97	925	0	1022	0	0	0	0	0	1053	168	1221	545	4	881	1430	3673
Apprch %	9.5	90.5	0		0	0	0		0	86.2	13.8		38.1	0.3	61.6		
Total %	2.6	25.2	0	27.8	0	0	0	0	0	28.7	4.6	33.2	14.8	0.1	24	38.9	

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	10	129	0	139	0	0	0	0	0	**166**	23	**189**	**98**	**3**	**140**	**241**	**569**
08:00 AM	**12**	90	0	102	0	0	0	0	0	149	18	167	83	1	116	200	469
08:15 AM	11	129	0	140	0	0	0	0	0	131	**26**	157	51	0	114	165	462
08:30 AM	11	**153**	0	**164**	0	0	0	0	0	122	19	141	75	0	105	180	485
Total Volume	44	501	0	545	0	0	0	0	0	568	86	654	307	4	475	786	1985
% App. Total	8.1	91.9	0		0	0	0		0	86.9	13.1		39.1	0.5	60.4		
PHF	.917	.819	.000	.831	.000	.000	.000	.000	.000	.855	.827	.865	.783	.333	.848	.815	.872

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City of Redlands
N/S: Alabama Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 09_RED_Alabama_10E AM
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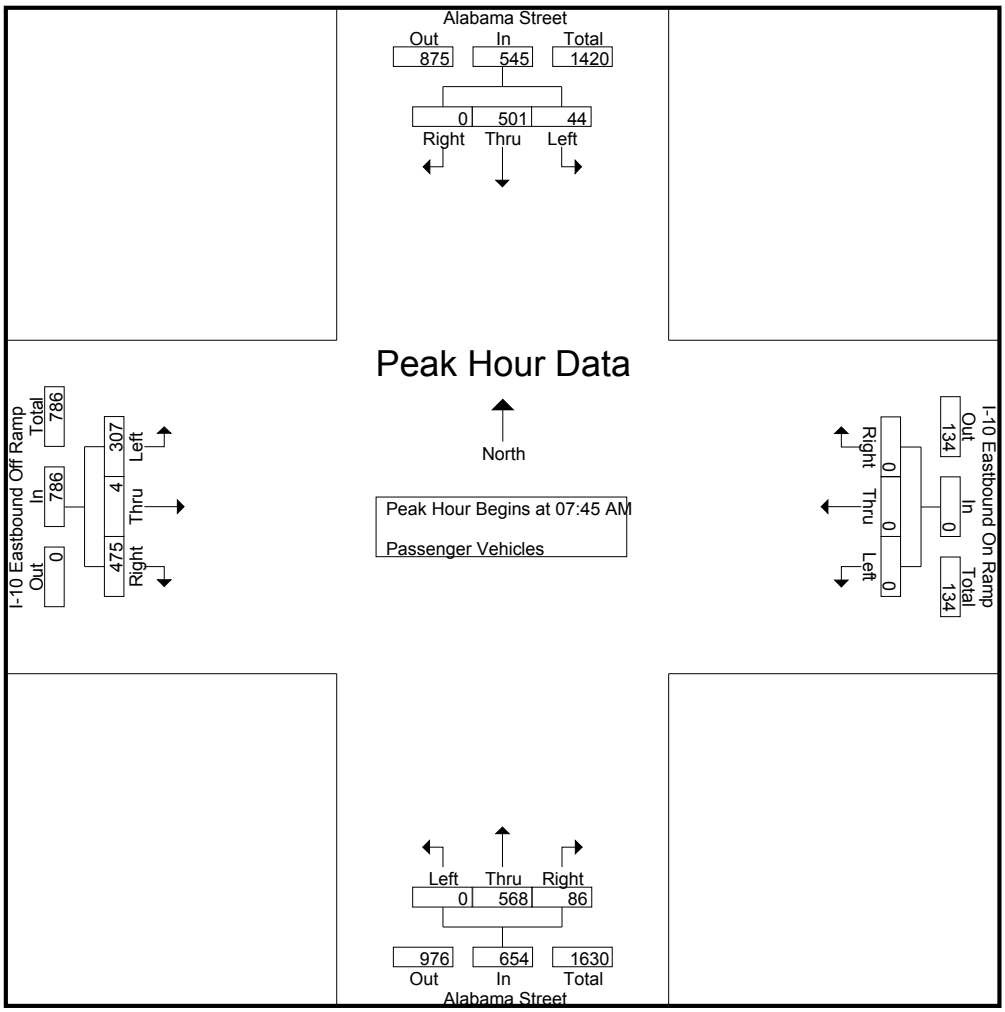

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	10	129	0	139	0	0	0	0	0	**166**	23	**189**	**98**	**3**	**140**	**241**
+15 mins.	**12**	90	0	102	0	0	0	0	0	149	18	167	83	1	116	200
+30 mins.	11	129	0	140	0	0	0	0	0	131	**26**	157	51	0	114	165
+45 mins.	11	**153**	0	**164**	0	0	0	0	0	122	19	141	75	0	105	180
Total Volume	44	501	0	545	0	0	0	0	0	568	86	654	307	4	475	786
% App. Total	8.1	91.9	0		0	0	0		0	86.9	13.1		39.1	0.5	60.4	
PHF	.917	.819	.000	.831	.000	.000	.000	.000	.000	.855	.827	.865	.783	.333	.848	.815

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City of Redlands
N/S: Alabama Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 09_RED_Alabama_10E AM
Site Code : 06718128
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Groups Printed- Large 2 Axle Vehicles

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	0	4	0	0	0	0	0	2	1	3	2	0	1	3	10
07:15 AM	0	2	0	2	0	0	0	0	0	2	3	5	3	0	2	5	12
07:30 AM	0	3	0	3	0	0	0	0	0	3	1	4	3	1	3	7	14
07:45 AM	2	3	0	5	0	0	0	0	0	4	0	4	3	0	1	4	13
Total	2	12	0	14	0	0	0	0	0	11	5	16	11	1	7	19	49
08:00 AM	1	0	0	1	0	0	0	0	0	6	1	7	2	0	5	7	15
08:15 AM	1	4	0	5	0	0	0	0	0	2	2	4	1	0	0	1	10
08:30 AM	1	2	0	3	0	0	0	0	0	3	3	6	4	1	4	9	18
08:45 AM	3	3	0	6	0	0	0	0	0	5	0	5	0	0	8	8	19
Total	6	9	0	15	0	0	0	0	0	16	6	22	7	1	17	25	62
Grand Total	8	21	0	29	0	0	0	0	0	27	11	38	18	2	24	44	111
Apprch %	27.6	72.4	0		0	0	0		0	71.1	28.9		40.9	4.5	54.5		
Total %	7.2	18.9	0	26.1	0	0	0	0	0	24.3	9.9	34.2	16.2	1.8	21.6	39.6	

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**2**	3	0	**5**	0	0	0	0	0	4	0	4	3	0	1	4	13
08:00 AM	1	0	0	1	0	0	0	0	0	**6**	1	**7**	2	0	**5**	7	15
08:15 AM	1	**4**	0	5	0	0	0	0	0	2	2	4	1	0	0	1	10
08:30 AM	1	2	0	3	0	0	0	0	0	3	**3**	6	**4**	**1**	4	**9**	**18**
Total Volume	5	9	0	14	0	0	0	0	0	15	6	21	10	1	10	21	56
% App. Total	35.7	64.3	0		0	0	0		0	71.4	28.6		47.6	4.8	47.6		
PHF	.625	.563	.000	.700	.000	.000	.000	.000	.000	.625	.500	.750	.625	.250	.500	.583	.778

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City of Redlands
N/S: Alabama Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 09_RED_Alabama_10E AM
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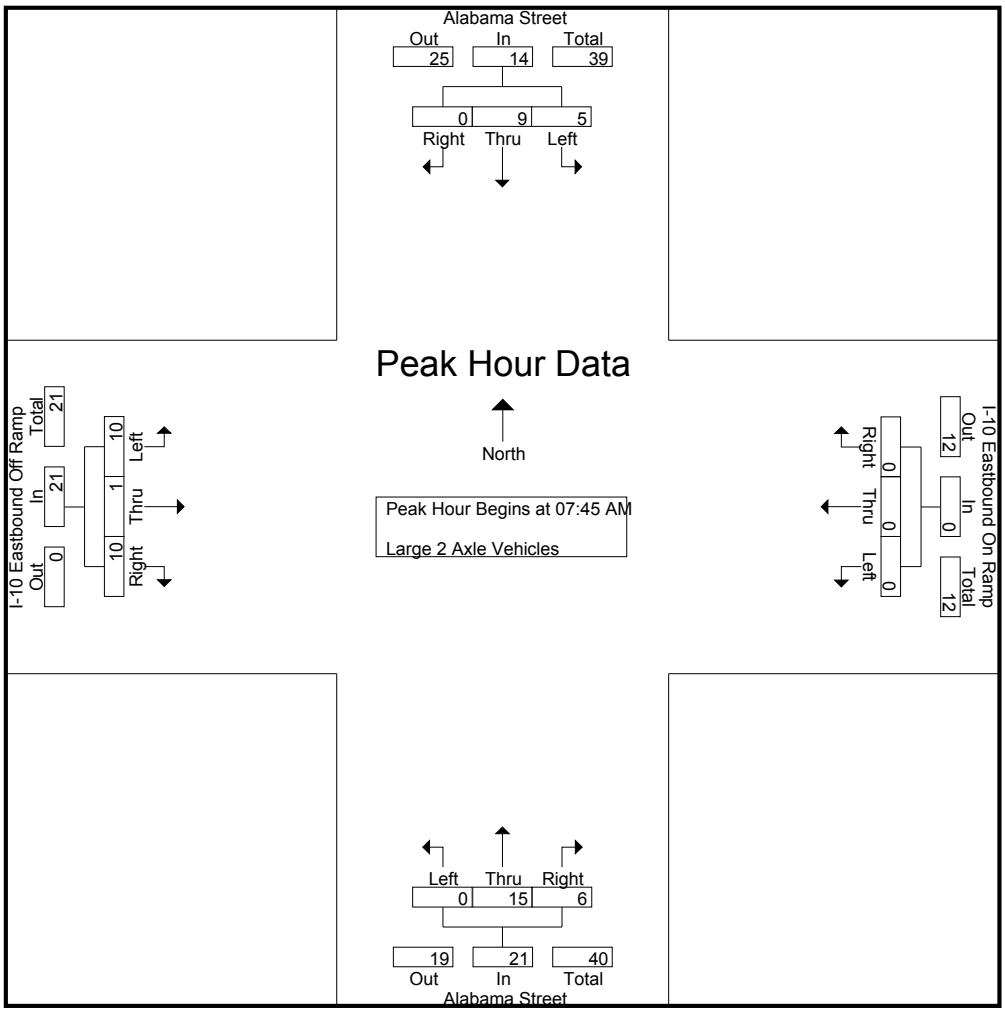

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	**2**	3	0	**5**	0	0	0	0	0	4	0	4	3	0	1	4
+15 mins.	1	0	0	1	0	0	0	0	0	**6**	1	**7**	2	0	**5**	7
+30 mins.	1	**4**	0	5	0	0	0	0	0	2	2	4	1	0	0	1
+45 mins.	1	2	0	3	0	0	0	0	0	3	**3**	6	**4**	**1**	4	**9**
Total Volume	5	9	0	14	0	0	0	0	0	15	6	21	10	1	10	21
% App. Total	35.7	64.3	0		0	0	0		0	71.4	28.6		47.6	4.8	47.6	
PHF	.625	.563	.000	.700	.000	.000	.000	.000	.000	.625	.500	.750	.625	.250	.500	.583

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City of Redlands
N/S: Alabama Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 09_RED_Alabama_10E AM
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Groups Printed- 3 Axle Vehicles

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	3	0	0	3	4
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	0	0	0	0	0	0	0	0	0	2	0	2	4	0	2	6	8
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	1	2	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	3
Total	0	1	0	1	0	0	0	0	0	1	0	1	7	0	2	9	11
Grand Total	0	1	0	1	0	0	0	0	0	3	0	3	11	0	4	15	19
Apprch %	0	100	0		0	0	0		0	100	0		73.3	0	26.7		
Total %	0	5.3	0	5.3	0	0	0	0	0	15.8	0	15.8	57.9	0	21.1	78.9	

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**2**	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	2	2
08:15 AM	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	1	0	1	2	**4**
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	5	0	3	8	10
% App. Total	0	100	0		0	0	0		0	100	0		62.5	0	37.5		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.625	.000	.375	1.00	.625

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City of Redlands
N/S: Alabama Street
E/W: I-10 Eastbound Ramps
Weather: Clear

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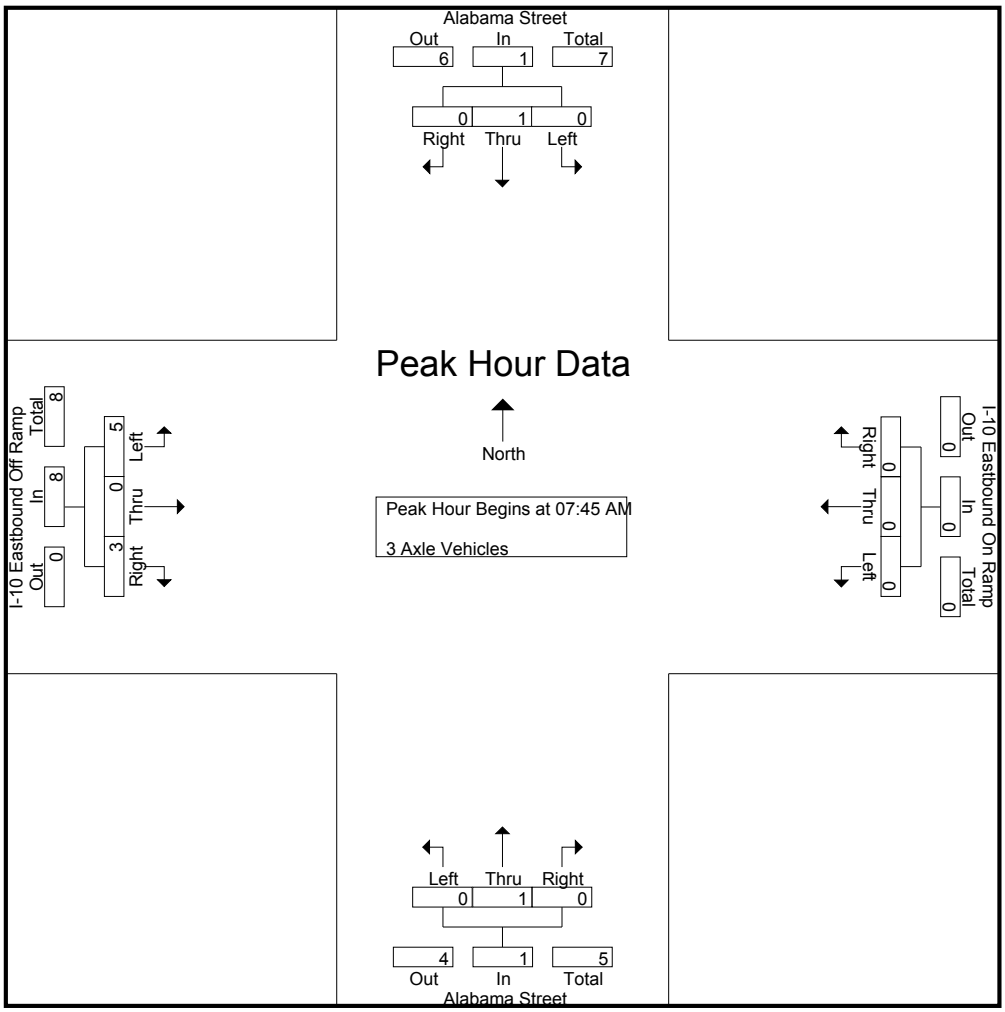

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**2**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	2
+30 mins.	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	1	0	1	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	5	0	3	8
% App. Total	0	100	0		0	0	0		0	100	0		62.5	0	37.5	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.625	.000	.375	1.000

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City of Redlands
N/S: Alabama Street
E/W: I-10 Eastbound Ramps
Weather: Clear

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Groups Printed- 4+ Axle Trucks

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	2	0	2	4	6
07:15 AM	0	1	0	1	0	0	0	0	0	4	1	5	2	0	0	2	8
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	2	0	3	5	6
Total	1	1	0	2	0	0	0	0	0	7	1	8	9	0	5	14	24
08:00 AM	0	2	0	2	0	0	0	0	0	2	1	3	5	0	2	7	12
08:15 AM	0	2	0	2	0	0	0	0	0	2	0	2	4	0	2	6	10
08:30 AM	0	1	0	1	0	0	0	0	0	4	0	4	3	0	2	5	10
08:45 AM	0	0	0	0	0	0	0	0	0	2	2	4	8	0	2	10	14
Total	0	5	0	5	0	0	0	0	0	10	3	13	20	0	8	28	46
Grand Total	1	6	0	7	0	0	0	0	0	17	4	21	29	0	13	42	70
Apprch %	14.3	85.7	0		0	0	0		0	81	19		69	0	31		
Total %	1.4	8.6	0	10	0	0	0	0	0	24.3	5.7	30	41.4	0	18.6	60	

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	2	0	**3**	5	6
08:00 AM	0	**2**	0	**2**	0	0	0	0	0	2	**1**	3	**5**	0	2	**7**	**12**
08:15 AM	0	2	0	2	0	0	0	0	0	2	0	2	4	0	2	6	10
08:30 AM	0	1	0	1	0	0	0	0	0	**4**	0	**4**	3	0	2	5	10
Total Volume	0	5	0	5	0	0	0	0	0	9	1	10	14	0	9	23	38
% App. Total	0	100	0		0	0	0		0	90	10		60.9	0	39.1		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.563	.250	.625	.700	.000	.750	.821	.792

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City of Redlands
N/S: Alabama Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 09_RED_Alabama_10E AM
Site Code : 06718128
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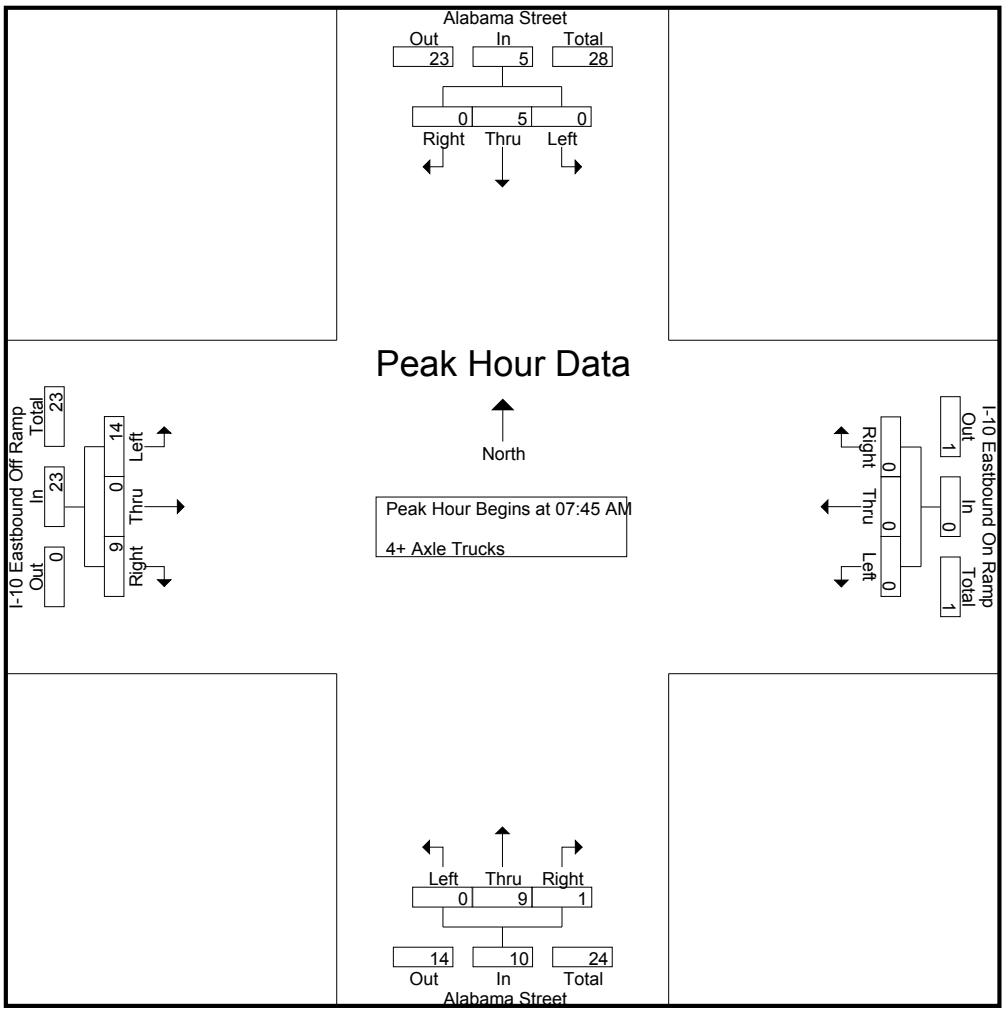

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	2	0	**3**	5
+15 mins.	0	**2**	0	**2**	0	0	0	0	0	2	**1**	3	**5**	0	2	**7**
+30 mins.	0	2	0	2	0	0	0	0	0	2	0	2	4	0	2	6
+45 mins.	0	1	0	1	0	0	0	0	0	**4**	0	**4**	3	0	2	5
Total Volume	0	5	0	5	0	0	0	0	0	9	1	10	14	0	9	23
% App. Total	0	100	0		0	0	0		0	90	10		60.9	0	39.1	
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.563	.250	.625	.700	.000	.750	.821

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City of Redlands
N/S: Alabama Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 09_RED_Alabama_10E PM
Site Code : 06718128
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	46	143	0	189	0	0	0	0	0	227	59	286	86	4	123	213	688
04:15 PM	47	136	0	183	0	0	0	0	0	187	66	253	101	3	88	192	628
04:30 PM	64	151	0	215	0	0	0	0	0	190	75	265	86	6	87	179	659
04:45 PM	51	182	0	233	0	0	0	0	0	181	68	249	82	15	123	220	702
Total	208	612	0	820	0	0	0	0	0	785	268	1053	355	28	421	804	2677
05:00 PM	62	158	0	220	0	0	0	0	0	191	62	253	69	8	118	195	668
05:15 PM	55	171	0	226	0	0	0	0	0	196	45	241	90	17	107	214	681
05:30 PM	52	157	0	209	0	0	0	0	0	201	77	278	90	23	132	245	732
05:45 PM	36	160	0	196	0	0	0	0	0	188	44	232	77	8	101	186	614
Total	205	646	0	851	0	0	0	0	0	776	228	1004	326	56	458	840	2695
Grand Total	413	1258	0	1671	0	0	0	0	0	1561	496	2057	681	84	879	1644	5372
Apprch %	24.7	75.3	0		0	0	0		0	75.9	24.1		41.4	5.1	53.5		
Total %	7.7	23.4	0	31.1	0	0	0	0	0	29.1	9.2	38.3	12.7	1.6	16.4	30.6	
Passenger Vehicles	405	1242	0	1647	0	0	0	0	0	1540	494	2034	645	83	859	1587	5268
% Passenger Vehicles	98.1	98.7	0	98.6	0	0	0	0	0	98.7	99.6	98.9	94.7	98.8	97.7	96.5	98.1
Large 2 Axle Vehicles	7	10	0	17	0	0	0	0	0	17	1	18	10	1	16	27	62
% Large 2 Axle Vehicles	1.7	0.8	0	1	0	0	0	0	0	1.1	0.2	0.9	1.5	1.2	1.8	1.6	1.2
3 Axle Vehicles	0	4	0	4	0	0	0	0	0	3	0	3	1	0	1	2	9
% 3 Axle Vehicles	0	0.3	0	0.2	0	0	0	0	0	0.2	0	0.1	0.1	0	0.1	0.1	0.2
4+ Axle Trucks	1	2	0	3	0	0	0	0	0	1	1	2	25	0	3	28	33
% 4+ Axle Trucks	0.2	0.2	0	0.2	0	0	0	0	0	0.1	0.2	0.1	3.7	0	0.3	1.7	0.6

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	51	**182**	0	**233**	0	0	0	0	0	181	68	249	82	15	123	220	702
05:00 PM	**62**	158	0	220	0	0	0	0	0	191	62	253	69	8	118	195	668
05:15 PM	55	171	0	226	0	0	0	0	0	196	45	241	**90**	17	107	214	681
05:30 PM	52	157	0	209	0	0	0	0	0	**201**	**77**	**278**	90	**23**	**132**	**245**	**732**
Total Volume	220	668	0	888	0	0	0	0	0	769	252	1021	331	63	480	874	2783
% App. Total	24.8	75.2	0		0	0	0		0	75.3	24.7		37.9	7.2	54.9		
PHF	.887	.918	.000	.953	.000	.000	.000	.000	.000	.956	.818	.918	.919	.685	.909	.892	.950

Counts Unlimited
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City of Redlands
N/S: Alabama Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 09_RED_Alabama_10E PM
Site Code : 06718128
Start Date : 2/21/2018
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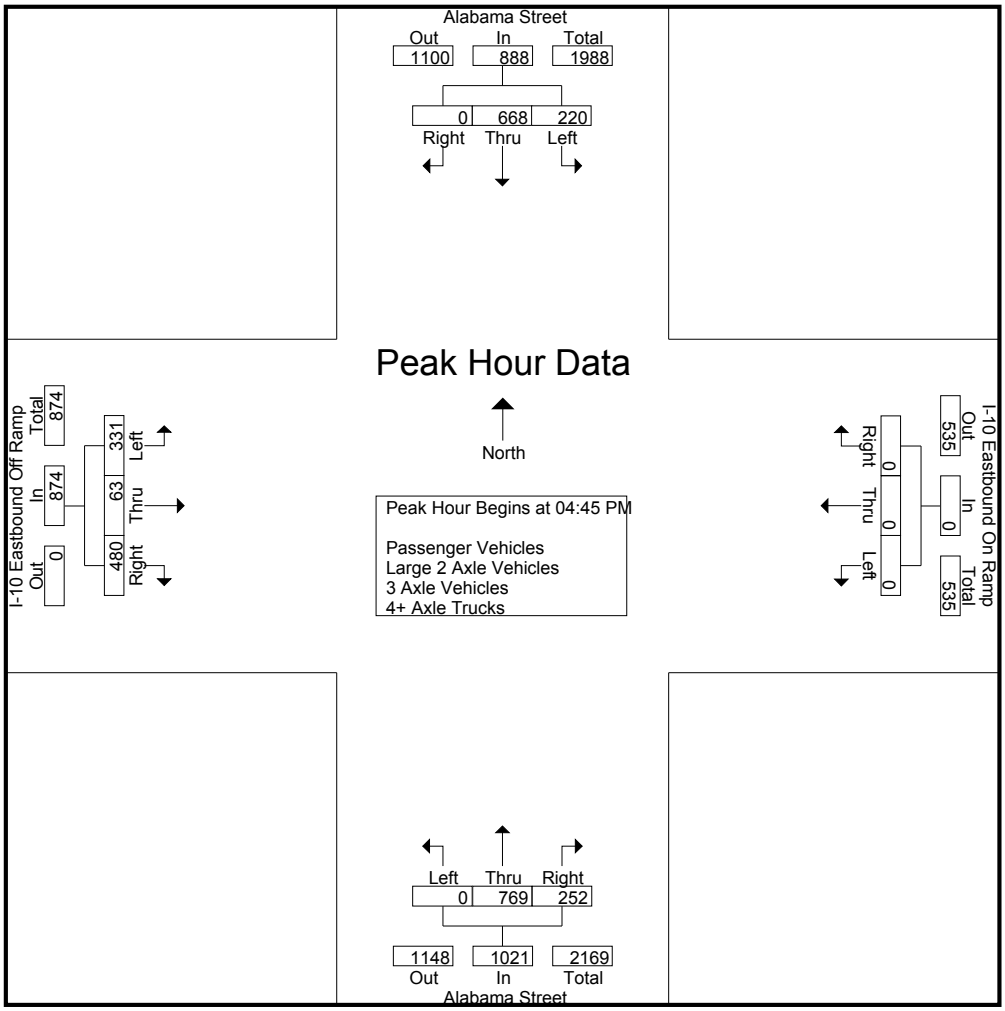

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:00 PM				04:45 PM			
+0 mins.	**64**	151	0	215	0	0	0	0	0	**227**	59	**286**	82	15	123	220
+15 mins.	51	**182**	0	**233**	0	0	0	0	0	187	66	253	69	8	118	195
+30 mins.	62	158	0	220	0	0	0	0	0	190	**75**	265	**90**	17	107	214
+45 mins.	55	171	0	226	0	0	0	0	0	181	68	249	90	**23**	**132**	**245**
Total Volume	232	662	0	894	0	0	0	0	0	785	268	1053	331	63	480	874
% App. Total	26	74	0		0	0	0		0	74.5	25.5		37.9	7.2	54.9	
PHF	.906	.909	.000	.959	.000	.000	.000	.000	.000	.865	.893	.920	.919	.685	.909	.892

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City of Redlands
N/S: Alabama Street
E/W: I-10 Eastbound Ramps
Weather: Clear

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Groups Printed- Passenger Vehicles

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	44	142	0	186	0	0	0	0	0	224	59	283	80	4	119	203	672
04:15 PM	45	135	0	180	0	0	0	0	0	185	64	249	95	3	85	183	612
04:30 PM	64	150	0	214	0	0	0	0	0	187	75	262	79	6	85	170	646
04:45 PM	50	180	0	230	0	0	0	0	0	178	68	246	78	15	121	214	690
Total	203	607	0	810	0	0	0	0	0	774	266	1040	332	28	410	770	2620
05:00 PM	62	154	0	216	0	0	0	0	0	187	62	249	65	8	115	188	653
05:15 PM	55	166	0	221	0	0	0	0	0	196	45	241	86	16	104	206	668
05:30 PM	50	156	0	206	0	0	0	0	0	197	77	274	88	23	130	241	721
05:45 PM	35	159	0	194	0	0	0	0	0	186	44	230	74	8	100	182	606
Total	202	635	0	837	0	0	0	0	0	766	228	994	313	55	449	817	2648
Grand Total	405	1242	0	1647	0	0	0	0	0	1540	494	2034	645	83	859	1587	5268
Apprch %	24.6	75.4	0		0	0	0		0	75.7	24.3		40.6	5.2	54.1		
Total %	7.7	23.6	0	31.3	0	0	0	0	0	29.2	9.4	38.6	12.2	1.6	16.3	30.1	

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	50	**180**	0	**230**	0	0	0	0	0	178	68	246	78	15	121	214	690
05:00 PM	**62**	154	0	216	0	0	0	0	0	187	62	249	65	8	115	188	653
05:15 PM	55	166	0	221	0	0	0	0	0	196	45	241	86	16	104	206	668
05:30 PM	50	156	0	206	0	0	0	0	0	**197**	**77**	**274**	**88**	**23**	**130**	**241**	**721**
Total Volume	217	656	0	873	0	0	0	0	0	758	252	1010	317	62	470	849	2732
% App. Total	24.9	75.1	0		0	0	0		0	75	25		37.3	7.3	55.4		
PHF	.875	.911	.000	.949	.000	.000	.000	.000	.000	.962	.818	.922	.901	.674	.904	.881	.947

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City of Redlands
N/S: Alabama Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 09_RED_Alabama_10E PM
Site Code : 06718128
Start Date : 2/21/2018
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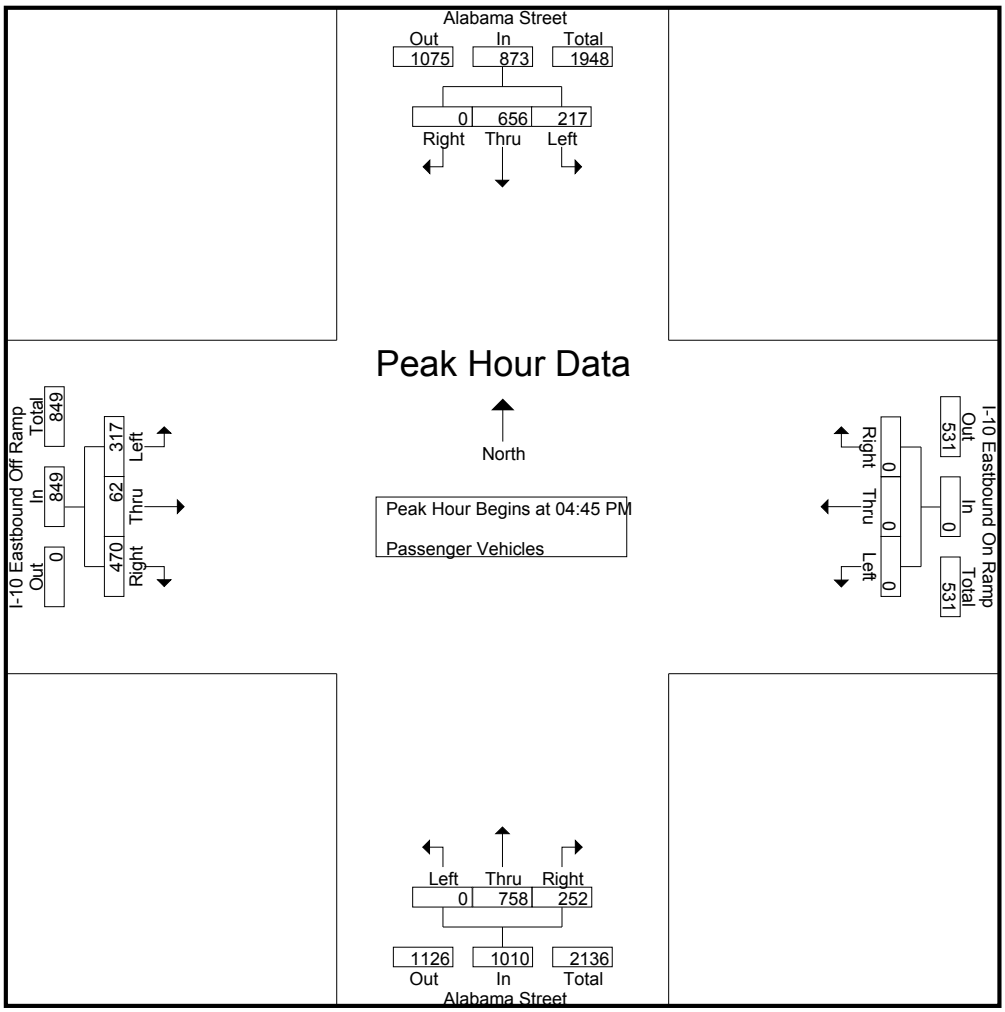

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	50	**180**	0	**230**	0	0	0	0	0	178	68	246	78	15	121	214
+15 mins.	**62**	154	0	216	0	0	0	0	0	187	62	249	65	8	115	188
+30 mins.	55	166	0	221	0	0	0	0	0	196	45	241	86	16	104	206
+45 mins.	50	156	0	206	0	0	0	0	0	**197**	**77**	**274**	**88**	**23**	**130**	**241**
Total Volume	217	656	0	873	0	0	0	0	0	758	252	1010	317	62	470	849
% App. Total	24.9	75.1	0		0	0	0		0	75	25		37.3	7.3	55.4	
PHF	.875	.911	.000	.949	.000	.000	.000	.000	.000	.962	.818	.922	.901	.674	.904	.881

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City of Redlands
N/S: Alabama Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 09_RED_Alabama_10E PM
Site Code : 06718128
Start Date : 2/21/2018
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Groups Printed- Large 2 Axle Vehicles

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	0	2	0	0	0	0	0	3	0	3	0	0	3	3	8
04:15 PM	2	1	0	3	0	0	0	0	0	2	1	3	2	0	3	5	11
04:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	1	0	2	3	6
04:45 PM	0	2	0	2	0	0	0	0	0	2	0	2	1	0	2	3	7
Total	4	4	0	8	0	0	0	0	0	9	1	10	4	0	10	14	32
05:00 PM	0	1	0	1	0	0	0	0	0	3	0	3	2	0	2	4	8
05:15 PM	0	4	0	4	0	0	0	0	0	0	0	0	3	1	3	7	11
05:30 PM	2	0	0	2	0	0	0	0	0	3	0	3	1	0	1	2	7
05:45 PM	1	1	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total	3	6	0	9	0	0	0	0	0	8	0	8	6	1	6	13	30
Grand Total	7	10	0	17	0	0	0	0	0	17	1	18	10	1	16	27	62
Apprch %	41.2	58.8	0		0	0	0		0	94.4	5.6		37	3.7	59.3		
Total %	11.3	16.1	0	27.4	0	0	0	0	0	27.4	1.6	29	16.1	1.6	25.8	43.5	

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	2	0	2	0	0	0	0	0	2	0	2	1	0	2	3	7
05:00 PM	0	1	0	1	0	0	0	0	0	**3**	0	**3**	2	0	2	4	8
05:15 PM	0	**4**	0	**4**	0	0	0	0	0	0	0	0	**3**	**1**	**3**	**7**	**11**
05:30 PM	**2**	0	0	2	0	0	0	0	0	3	0	3	1	0	1	2	7
Total Volume	2	7	0	9	0	0	0	0	0	8	0	8	7	1	8	16	33
% App. Total	22.2	77.8	0		0	0	0		0	100	0		43.8	6.2	50		
PHF	.250	.438	.000	.563	.000	.000	.000	.000	.000	.667	.000	.667	.583	.250	.667	.571	.750

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City of Redlands
N/S: Alabama Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 09_RED_Alabama_10E PM
Site Code : 06718128
Start Date : 2/21/2018
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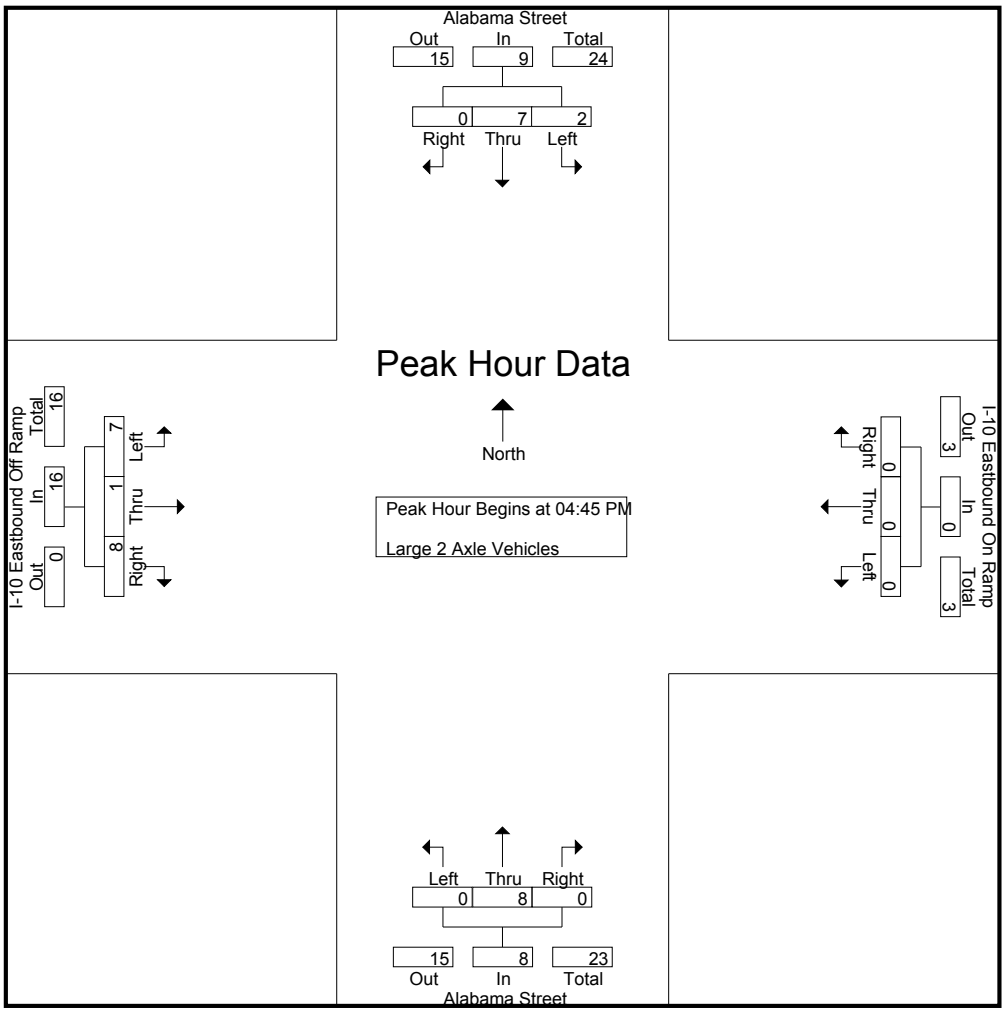

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	2	0	2	0	0	0	0	0	2	0	2	1	0	2	3
+15 mins.	0	1	0	1	0	0	0	0	0	**3**	0	**3**	2	0	2	4
+30 mins.	0	**4**	0	**4**	0	0	0	0	0	0	0	0	**3**	**1**	**3**	**7**
+45 mins.	**2**	0	0	2	0	0	0	0	0	3	0	3	1	0	1	2
Total Volume	2	7	0	9	0	0	0	0	0	8	0	8	7	1	8	16
% App. Total	22.2	77.8	0		0	0	0		0	100	0		43.8	6.2	50	
PHF	.250	.438	.000	.563	.000	.000	.000	.000	.000	.667	.000	.667	.583	.250	.667	.571

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City of Redlands
N/S: Alabama Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 09_RED_Alabama_10E PM
Site Code : 06718128
Start Date : 2/21/2018
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Groups Printed- 3 Axle Vehicles

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	3	0	3	0	0	0	0	0	2	0	2	1	0	1	2	7
Grand Total	0	4	0	4	0	0	0	0	0	3	0	3	1	0	1	2	9
Apprch %	0	100	0		0	0	0		0	100	0		50	0	50		
Total %	0	44.4	0	44.4	0	0	0	0	0	33.3	0	33.3	11.1	0	11.1	22.2	

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**3**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	**1**	0	0	**1**	3
Total Volume	0	3	0	3	0	0	0	0	0	2	0	2	1	0	0	1	6
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250	.500

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City of Redlands
N/S: Alabama Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 09_RED_Alabama_10E PM
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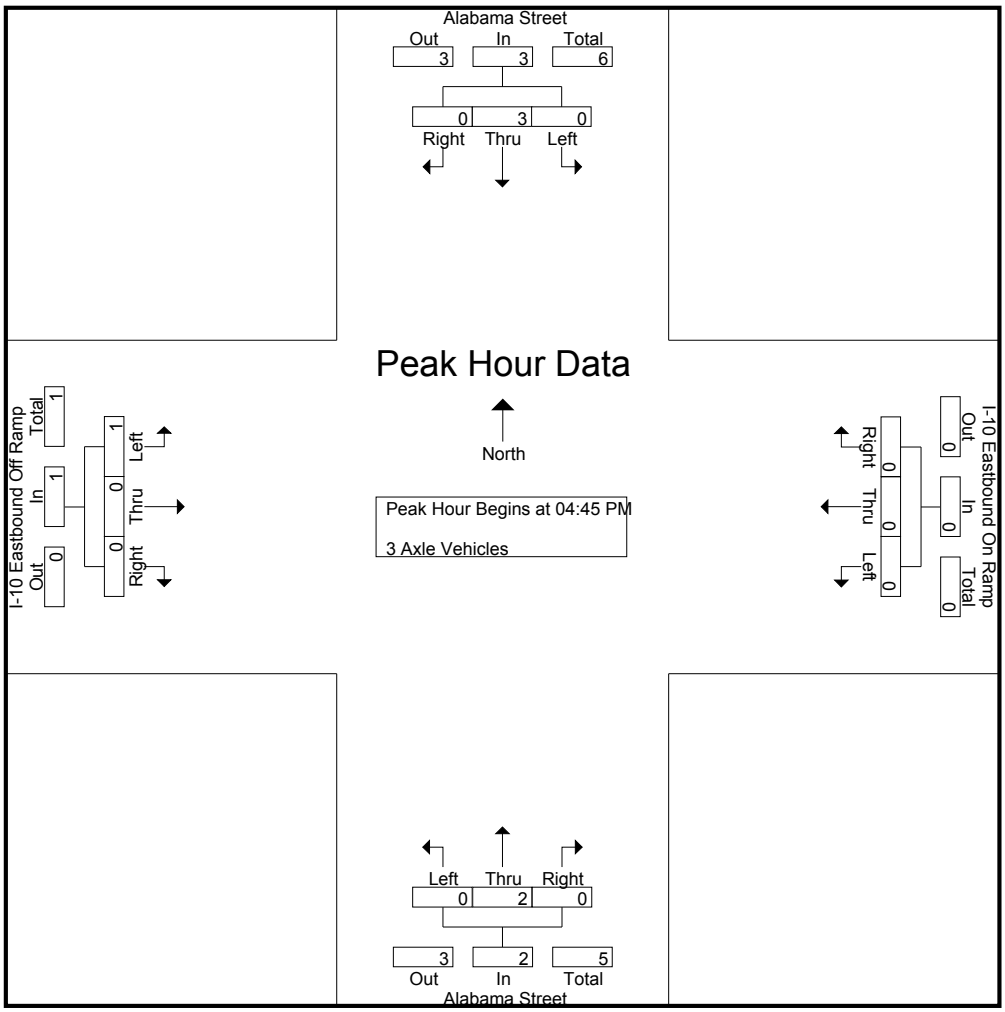

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	**1**	0	0	**1**
Total Volume	0	3	0	3	0	0	0	0	0	2	0	2	1	0	0	1
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0	
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250

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City of Redlands
N/S: Alabama Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 09_RED_Alabama_10E PM
Site Code : 06718128
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Groups Printed- 4+ Axle Trucks

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	7	7
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	4	0	0	4	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
04:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	3	0	0	3	5
Total	1	0	0	1	0	0	0	0	0	1	1	2	19	0	1	20	23
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	2	0	1	3	4
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	2	0	2	0	0	0	0	0	0	0	0	6	0	2	8	10
Grand Total	1	2	0	3	0	0	0	0	0	1	1	2	25	0	3	28	33
Apprch %	33.3	66.7	0		0	0	0		0	50	50		89.3	0	10.7		
Total %	3	6.1	0	9.1	0	0	0	0	0	3	3	6.1	75.8	0	9.1	84.8	

	Alabama Street Southbound				I-10 Eastbound On Ramp Westbound				Alabama Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**1**	0	0	**1**	0	0	0	0	0	**1**	0	**1**	**3**	0	0	**3**	**5**
05:00 PM	0	**1**	0	1	0	0	0	0	0	0	0	0	2	0	**1**	3	4
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	1	2	0	3	0	0	0	0	0	1	0	1	6	0	2	8	12
% App. Total	33.3	66.7	0		0	0	0		0	100	0		75	0	25		
PHF	.250	.500	.000	.750	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.500	.667	.600

Counts Unlimited
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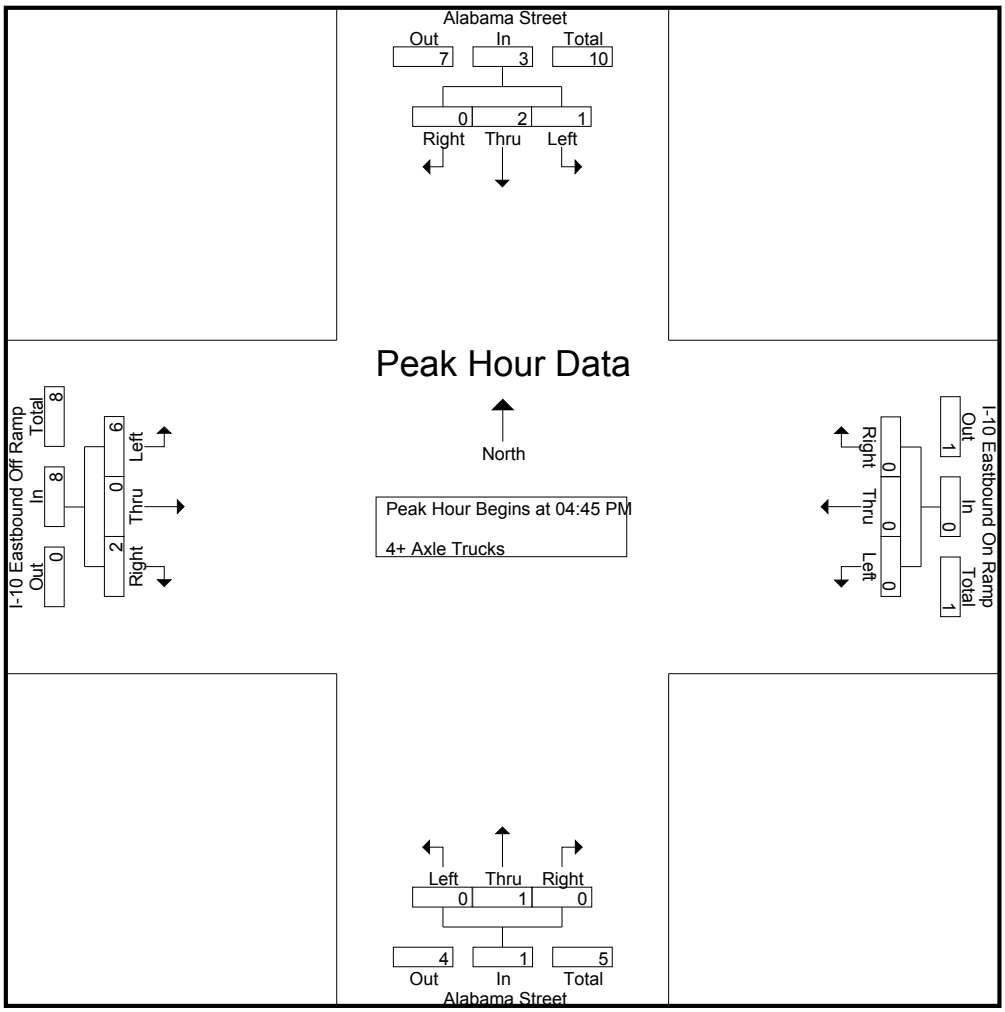
City of Redlands
N/S: Alabama Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 09_RED_Alabama_10E PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	**1**	0	0	**1**	0	0	0	0	0	**1**	0	**1**	**3**	0	0	**3**
+15 mins.	0	**1**	0	1	0	0	0	0	0	0	0	0	2	0	**1**	3
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	1	2	0	3	0	0	0	0	0	1	0	1	6	0	2	8
% App. Total	33.3	66.7	0		0	0	0		0	100	0		75	0	25	
PHF	.250	.500	.000	.750	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.500	.667

Counts Unlimited
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City of Highlands
N/S: I-210 Southbound Ramps
E/W: 5th Street
Weather: Clear

File Name : 10_HLD_210S_5th AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-210 Southbound Off Ramp Southbound				5th Street Westbound				I-210 Southbound On Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	29	0	35	64	185	205	0	390	0	0	0	0	0	59	109	168	622
07:15 AM	36	0	47	83	185	243	0	428	0	0	0	0	0	56	105	161	672
07:30 AM	47	0	42	89	207	244	0	451	0	0	0	0	0	86	81	167	707
07:45 AM	54	0	46	100	192	263	0	455	0	0	0	0	0	50	87	137	692
Total	166	0	170	336	769	955	0	1724	0	0	0	0	0	251	382	633	2693
08:00 AM	31	0	20	51	123	190	0	313	0	0	0	0	0	68	62	130	494
08:15 AM	30	1	26	57	123	196	0	319	0	0	0	0	0	53	60	113	489
08:30 AM	40	0	26	66	161	134	0	295	0	0	0	0	0	72	81	153	514
08:45 AM	37	0	19	56	116	104	0	220	0	0	0	0	0	59	81	140	416
Total	138	1	91	230	523	624	0	1147	0	0	0	0	0	252	284	536	1913
Grand Total	304	1	261	566	1292	1579	0	2871	0	0	0	0	0	503	666	1169	4606
Apprch %	53.7	0.2	46.1		45	55	0		0	0	0		0	43	57		
Total %	6.6	0	5.7	12.3	28.1	34.3	0	62.3	0	0	0	0	0	10.9	14.5	25.4	
Passenger Vehicles	289	1	243	533	1259	1505	0	2764	0	0	0	0	0	450	590	1040	4337
% Passenger Vehicles	95.1	100	93.1	94.2	97.4	95.3	0	96.3	0	0	0	0	0	89.5	88.6	89	94.2
Large 2 Axle Vehicles	9	0	3	12	13	26	0	39	0	0	0	0	0	17	24	41	92
% Large 2 Axle Vehicles	3	0	1.1	2.1	1	1.6	0	1.4	0	0	0	0	0	3.4	3.6	3.5	2
3 Axle Vehicles	3	0	1	4	3	17	0	20	0	0	0	0	0	18	18	36	60
% 3 Axle Vehicles	1	0	0.4	0.7	0.2	1.1	0	0.7	0	0	0	0	0	3.6	2.7	3.1	1.3
4+ Axle Trucks	3	0	14	17	17	31	0	48	0	0	0	0	0	18	34	52	117
% 4+ Axle Trucks	1	0	5.4	3	1.3	2	0	1.7	0	0	0	0	0	3.6	5.1	4.4	2.5

	I-210 Southbound Off Ramp Southbound				5th Street Westbound				I-210 Southbound On Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	29	0	35	64	185	205	0	390	0	0	0	0	0	59	**109**	**168**	622
07:15 AM	36	0	**47**	83	185	243	0	428	0	0	0	0	0	56	105	161	672
07:30 AM	47	0	42	89	**207**	244	0	451	0	0	0	0	0	**86**	81	167	**707**
07:45 AM	**54**	0	46	**100**	192	**263**	0	**455**	0	0	0	0	0	50	87	137	692
Total Volume	166	0	170	336	769	955	0	1724	0	0	0	0	0	251	382	633	2693
% App. Total	49.4	0	50.6		44.6	55.4	0		0	0	0		0	39.7	60.3		
PHF	.769	.000	.904	.840	.929	.908	.000	.947	.000	.000	.000	.000	.000	.730	.876	.942	.952

Counts Unlimited
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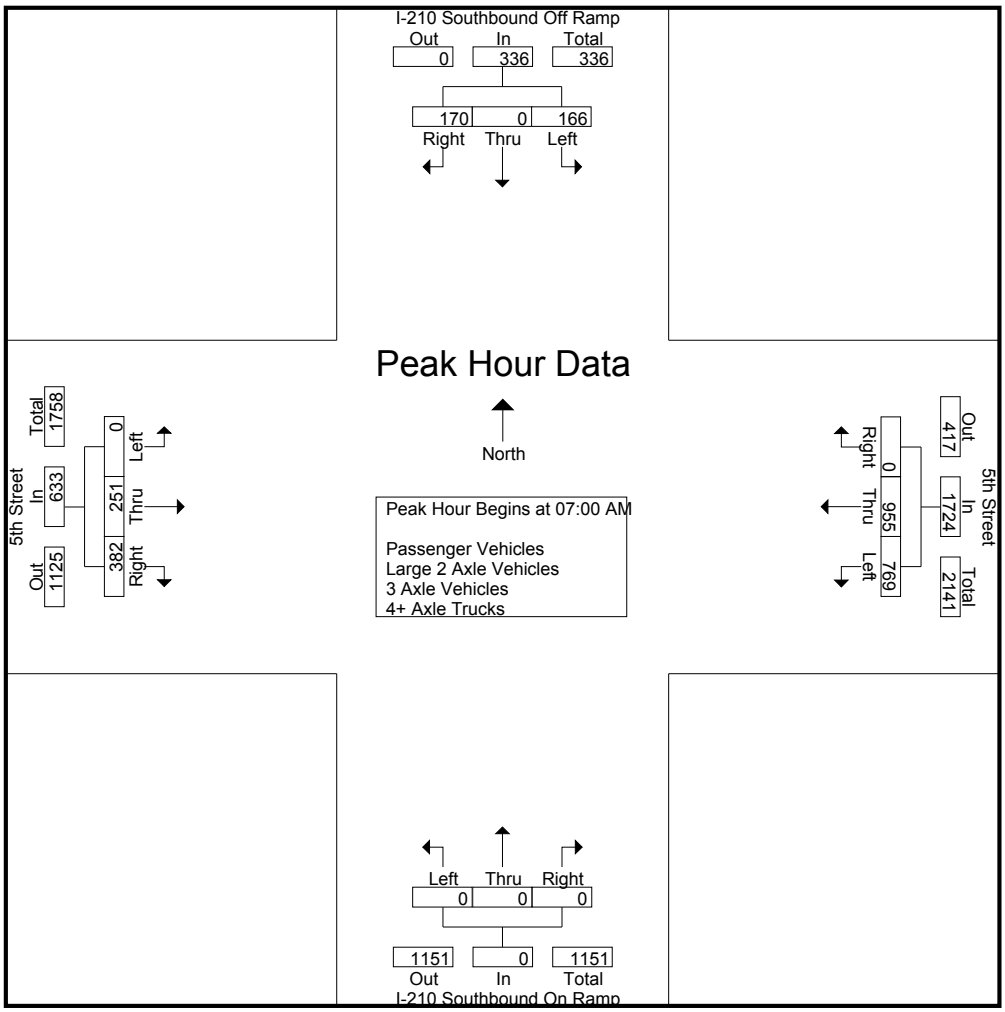
City of Highlands
N/S: I-210 Southbound Ramps
E/W: 5th Street
Weather: Clear

File Name : 10_HLD_210S_5th AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	29	0	35	64	185	205	0	390	0	0	0	0	0	59	**109**	**168**
+15 mins.	36	0	**47**	83	185	243	0	428	0	0	0	0	0	56	105	161
+30 mins.	47	0	42	89	**207**	244	0	451	0	0	0	0	0	**86**	81	167
+45 mins.	**54**	0	46	**100**	192	**263**	0	**455**	0	0	0	0	0	50	87	137
Total Volume	166	0	170	336	769	955	0	1724	0	0	0	0	0	251	382	633
% App. Total	49.4	0	50.6		44.6	55.4	0		0	0	0		0	39.7	60.3	
PHF	.769	.000	.904	.840	.929	.908	.000	.947	.000	.000	.000	.000	.000	.730	.876	.942

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City of Highlands
N/S: I-210 Southbound Ramps
E/W: 5th Street
Weather: Clear

File Name : 10_HLD_210S_5th AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Passenger Vehicles

	I-210 Southbound Off Ramp Southbound				5th Street Westbound				I-210 Southbound On Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	25	0	33	58	178	202	0	380	0	0	0	0	0	55	95	150	588
07:15 AM	35	0	46	81	183	235	0	418	0	0	0	0	0	50	94	144	643
07:30 AM	44	0	40	84	202	237	0	439	0	0	0	0	0	79	70	149	672
07:45 AM	52	0	43	95	190	257	0	447	0	0	0	0	0	43	77	120	662
Total	156	0	162	318	753	931	0	1684	0	0	0	0	0	227	336	563	2565
08:00 AM	29	0	19	48	121	178	0	299	0	0	0	0	0	59	56	115	462
08:15 AM	28	1	26	55	115	183	0	298	0	0	0	0	0	47	56	103	456
08:30 AM	39	0	21	60	157	123	0	280	0	0	0	0	0	64	71	135	475
08:45 AM	37	0	15	52	113	90	0	203	0	0	0	0	0	53	71	124	379
Total	133	1	81	215	506	574	0	1080	0	0	0	0	0	223	254	477	1772
Grand Total	289	1	243	533	1259	1505	0	2764	0	0	0	0	0	450	590	1040	4337
Apprch %	54.2	0.2	45.6		45.5	54.5	0		0	0	0		0	43.3	56.7		
Total %	6.7	0	5.6	12.3	29	34.7	0	63.7	0	0	0	0	0	10.4	13.6	24	

	I-210 Southbound Off Ramp Southbound				5th Street Westbound				I-210 Southbound On Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	25	0	33	58	178	202	0	380	0	0	0	0	0	55	**95**	**150**	588
07:15 AM	35	0	**46**	81	183	235	0	418	0	0	0	0	0	50	94	144	643
07:30 AM	44	0	40	84	**202**	237	0	439	0	0	0	0	0	**79**	70	149	**672**
07:45 AM	**52**	0	43	**95**	190	**257**	0	**447**	0	0	0	0	0	43	77	120	662
Total Volume	156	0	162	318	753	931	0	1684	0	0	0	0	0	227	336	563	2565
% App. Total	49.1	0	50.9		44.7	55.3	0		0	0	0		0	40.3	59.7		
PHF	.750	.000	.880	.837	.932	.906	.000	.942	.000	.000	.000	.000	.000	.718	.884	.938	.954

Counts Unlimited
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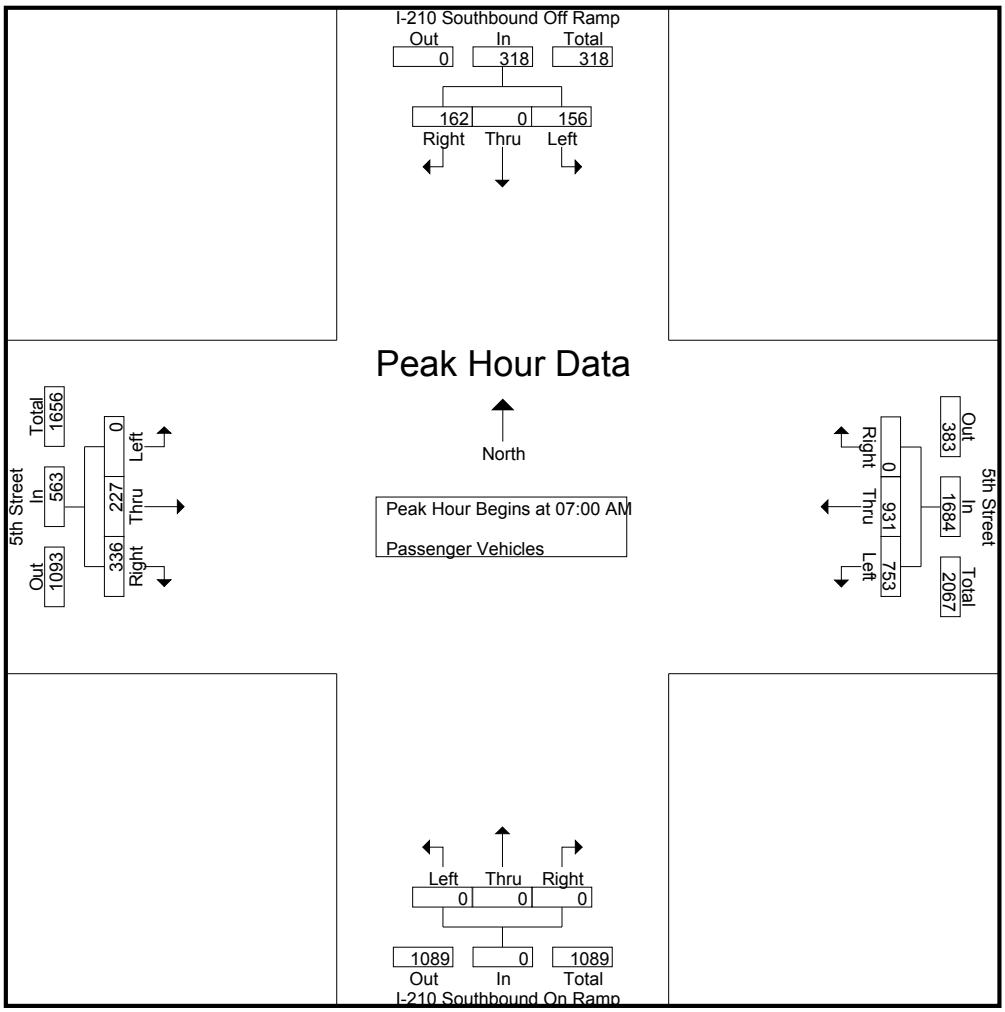
City of Highlands
N/S: I-210 Southbound Ramps
E/W: 5th Street
Weather: Clear

File Name : 10_HLD_210S_5th AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	25	0	33	58	178	202	0	380	0	0	0	0	0	55	**95**	**150**
+15 mins.	35	0	**46**	81	183	235	0	418	0	0	0	0	0	50	94	144
+30 mins.	44	0	40	84	**202**	237	0	439	0	0	0	0	0	**79**	70	149
+45 mins.	**52**	0	43	**95**	190	**257**	0	**447**	0	0	0	0	0	43	77	120
Total Volume	156	0	162	318	753	931	0	1684	0	0	0	0	0	227	336	563
% App. Total	49.1	0	50.9		44.7	55.3	0		0	0	0		0	40.3	59.7	
PHF	.750	.000	.880	.837	.932	.906	.000	.942	.000	.000	.000	.000	.000	.718	.884	.938

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City of Highlands
N/S: I-210 Southbound Ramps
E/W: 5th Street
Weather: Clear

File Name : 10_HLD_210S_5th AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	I-210 Southbound Off Ramp Southbound				5th Street Westbound				I-210 Southbound On Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	0	2	3	1	0	4	0	0	0	0	0	0	4	4	10
07:15 AM	1	0	1	2	1	1	0	2	0	0	0	0	0	5	5	10	14
07:30 AM	1	0	0	1	1	3	0	4	0	0	0	0	0	5	2	7	12
07:45 AM	0	0	1	1	2	2	0	4	0	0	0	0	0	2	2	4	9
Total	4	0	2	6	7	7	0	14	0	0	0	0	0	12	13	25	45
08:00 AM	2	0	0	2	1	3	0	4	0	0	0	0	0	2	2	4	10
08:15 AM	2	0	0	2	2	4	0	6	0	0	0	0	0	0	3	3	11
08:30 AM	1	0	1	2	2	4	0	6	0	0	0	0	0	3	3	6	14
08:45 AM	0	0	0	0	1	8	0	9	0	0	0	0	0	0	3	3	12
Total	5	0	1	6	6	19	0	25	0	0	0	0	0	5	11	16	47
Grand Total	9	0	3	12	13	26	0	39	0	0	0	0	0	17	24	41	92
Apprch %	75	0	25		33.3	66.7	0		0	0	0		0	41.5	58.5		
Total %	9.8	0	3.3	13	14.1	28.3	0	42.4	0	0	0	0	0	18.5	26.1	44.6	

	I-210 Southbound Off Ramp Southbound				5th Street Westbound				I-210 Southbound On Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**2**	0	0	**2**	**3**	1	0	**4**	0	0	0	0	0	0	4	4	10
07:15 AM	1	0	**1**	2	1	1	0	2	0	0	0	0	0	**5**	**5**	**10**	**14**
07:30 AM	1	0	0	1	1	**3**	0	4	0	0	0	0	0	5	2	7	12
07:45 AM	0	0	1	1	2	2	0	4	0	0	0	0	0	2	2	4	9
Total Volume	4	0	2	6	7	7	0	14	0	0	0	0	0	12	13	25	45
% App. Total	66.7	0	33.3		50	50	0		0	0	0		0	48	52		
PHF	.500	.000	.500	.750	.583	.583	.000	.875	.000	.000	.000	.000	.000	.600	.650	.625	.804

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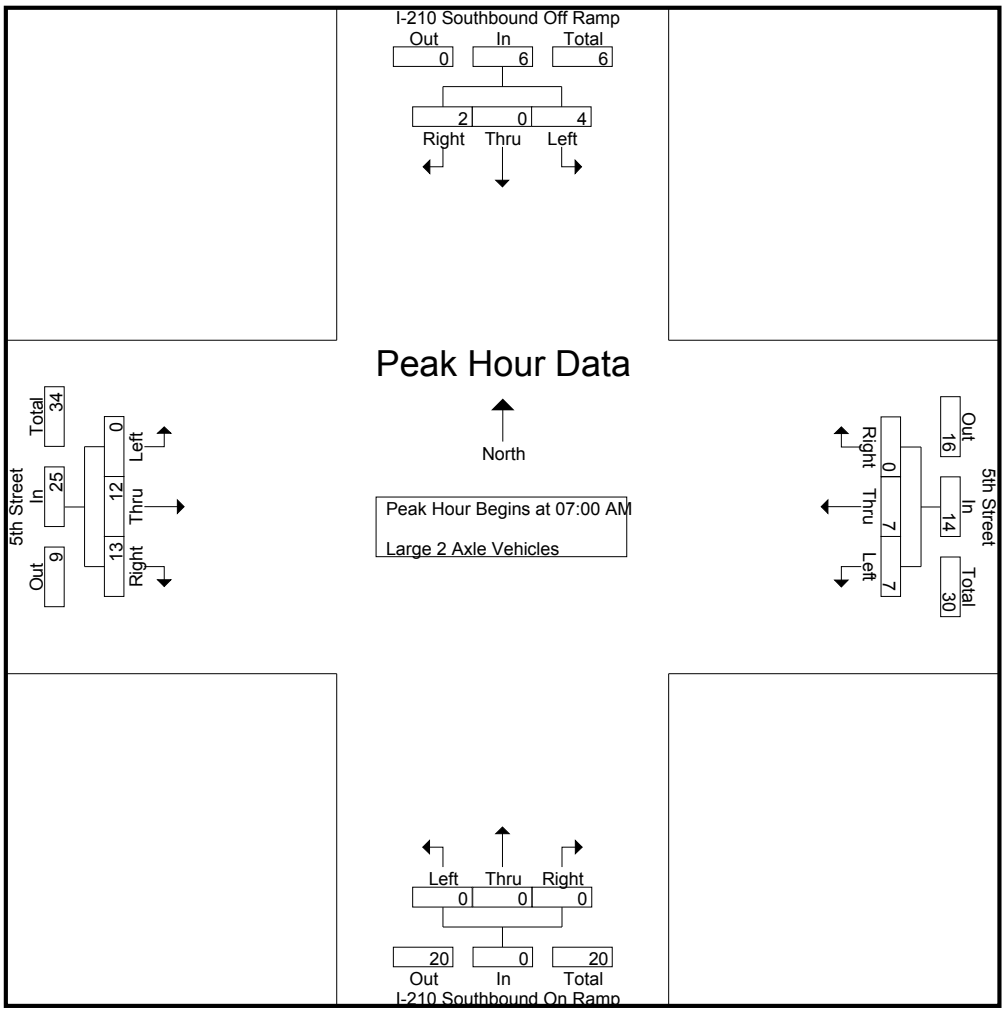
City of Highlands
N/S: I-210 Southbound Ramps
E/W: 5th Street
Weather: Clear

File Name : 10_HLD_210S_5th AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**2**	0	0	**2**	**3**	1	0	**4**	0	0	0	0	0	0	4	4
+15 mins.	1	0	**1**	2	1	1	0	2	0	0	0	0	0	**5**	**5**	**10**
+30 mins.	1	0	0	1	1	**3**	0	4	0	0	0	0	0	5	2	7
+45 mins.	0	0	1	1	2	2	0	4	0	0	0	0	0	2	2	4
Total Volume	4	0	2	6	7	7	0	14	0	0	0	0	0	12	13	25
% App. Total	66.7	0	33.3		50	50	0		0	0	0		0	48	52	
PHF	.500	.000	.500	.750	.583	.583	.000	.875	.000	.000	.000	.000	.000	.600	.650	.625

Counts Unlimited
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City of Highlands
N/S: I-210 Southbound Ramps
E/W: 5th Street
Weather: Clear

File Name : 10_HLD_210S_5th AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- 3 Axle Vehicles

	I-210 Southbound Off Ramp Southbound				5th Street Westbound				I-210 Southbound On Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	1	3	1	1	0	2	0	0	0	0	0	2	5	7	12
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
07:30 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	1	3	4	6
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	3	7	8
Total	3	0	1	4	1	6	0	7	0	0	0	0	0	8	11	19	30
08:00 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
08:15 AM	0	0	0	0	2	2	0	4	0	0	0	0	0	3	1	4	8
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	4	6	8
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4
Total	0	0	0	0	2	11	0	13	0	0	0	0	0	10	7	17	30
Grand Total	3	0	1	4	3	17	0	20	0	0	0	0	0	18	18	36	60
Apprch %	75	0	25		15	85	0		0	0	0		0	50	50		
Total %	5	0	1.7	6.7	5	28.3	0	33.3	0	0	0	0	0	30	30	60	

	I-210 Southbound Off Ramp Southbound				5th Street Westbound				I-210 Southbound On Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**2**	0	**1**	**3**	**1**	1	0	2	0	0	0	0	0	2	**5**	**7**	**12**
07:15 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	1	0	1	4
07:30 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	1	3	4	6
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**4**	3	7	8
Total Volume	3	0	1	4	1	6	0	7	0	0	0	0	0	8	11	19	30
% App. Total	75	0	25		14.3	85.7	0		0	0	0		0	42.1	57.9		
PHF	.375	.000	.250	.333	.250	.500	.000	.583	.000	.000	.000	.000	.000	.500	.550	.679	.625

Counts Unlimited
PO Box 1178
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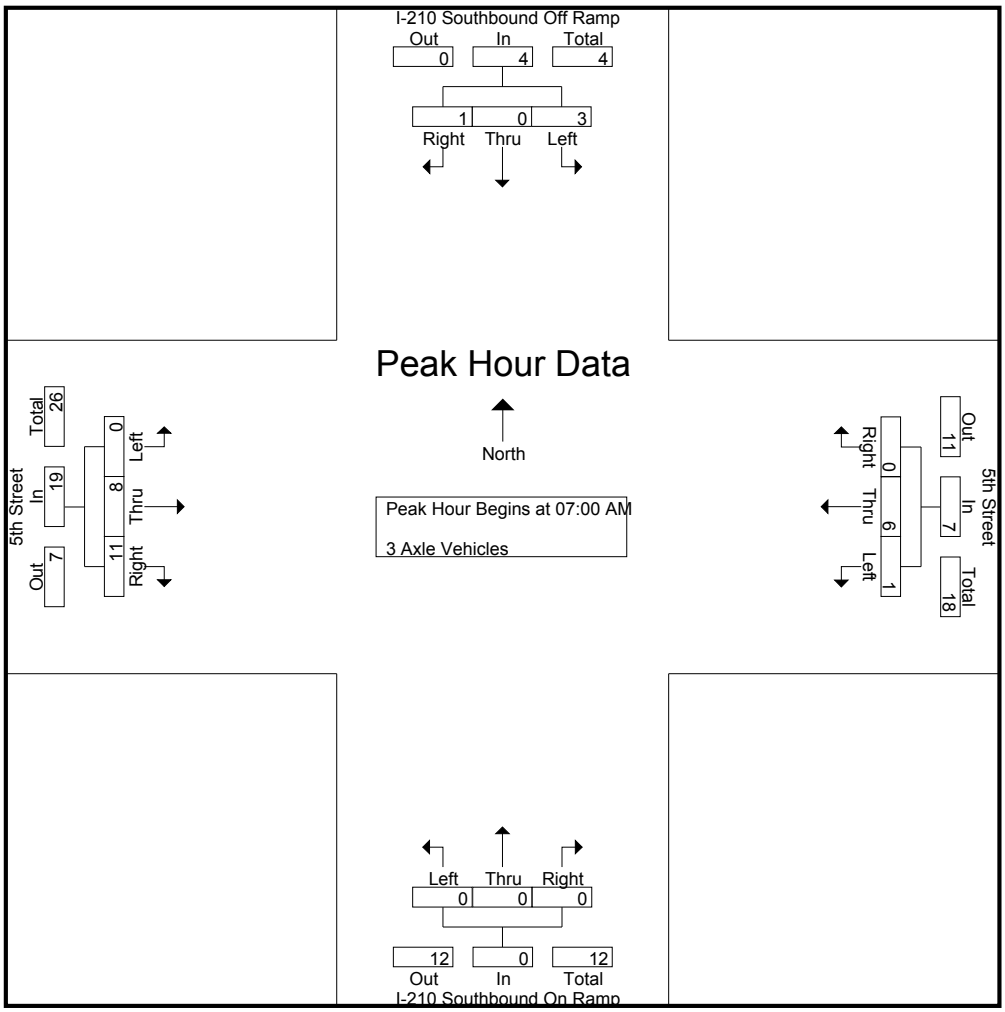
City of Highlands
N/S: I-210 Southbound Ramps
E/W: 5th Street
Weather: Clear

File Name : 10_HLD_210S_5th AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**2**	0	**1**	**3**	**1**	1	0	2	0	0	0	0	0	2	**5**	**7**
+15 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	1	0	1
+30 mins.	1	0	0	1	0	1	0	1	0	0	0	0	0	1	3	4
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**4**	3	7
Total Volume	3	0	1	4	1	6	0	7	0	0	0	0	0	8	11	19
% App. Total	75	0	25		14.3	85.7	0		0	0	0		0	42.1	57.9	
PHF	.375	.000	.250	.333	.250	.500	.000	.583	.000	.000	.000	.000	.000	.500	.550	.679

Counts Unlimited
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City of Highlands
N/S: I-210 Southbound Ramps
E/W: 5th Street
Weather: Clear

File Name : 10_HLD_210S_5th AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- 4+ Axle Trucks

	I-210 Southbound Off Ramp Southbound				5th Street Westbound				I-210 Southbound On Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	3	1	0	4	0	0	0	0	0	2	5	7	12
07:15 AM	0	0	0	0	1	4	0	5	0	0	0	0	0	0	6	6	11
07:30 AM	1	0	2	3	4	3	0	7	0	0	0	0	0	1	6	7	17
07:45 AM	2	0	2	4	0	3	0	3	0	0	0	0	0	1	5	6	13
Total	3	0	5	8	8	11	0	19	0	0	0	0	0	4	22	26	53
08:00 AM	0	0	1	1	1	2	0	3	0	0	0	0	0	4	4	8	12
08:15 AM	0	0	0	0	4	7	0	11	0	0	0	0	0	3	0	3	14
08:30 AM	0	0	4	4	2	5	0	7	0	0	0	0	0	3	3	6	17
08:45 AM	0	0	4	4	2	6	0	8	0	0	0	0	0	4	5	9	21
Total	0	0	9	9	9	20	0	29	0	0	0	0	0	14	12	26	64
Grand Total	3	0	14	17	17	31	0	48	0	0	0	0	0	18	34	52	117
Apprch %	17.6	0	82.4		35.4	64.6	0		0	0	0		0	34.6	65.4		
Total %	2.6	0	12	14.5	14.5	26.5	0	41	0	0	0	0	0	15.4	29.1	44.4	

	I-210 Southbound Off Ramp Southbound				5th Street Westbound				I-210 Southbound On Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	1	1	3	1	0	4	0	0	0	0	0	**2**	5	**7**	12
07:15 AM	0	0	0	0	1	**4**	0	5	0	0	0	0	0	0	**6**	6	11
07:30 AM	1	0	**2**	3	**4**	3	0	**7**	0	0	0	0	0	1	6	7	**17**
07:45 AM	**2**	0	2	**4**	0	3	0	3	0	0	0	0	0	1	5	6	13
Total Volume	3	0	5	8	8	11	0	19	0	0	0	0	0	4	22	26	53
% App. Total	37.5	0	62.5		42.1	57.9	0		0	0	0		0	15.4	84.6		
PHF	.375	.000	.625	.500	.500	.688	.000	.679	.000	.000	.000	.000	.000	.500	.917	.929	.779

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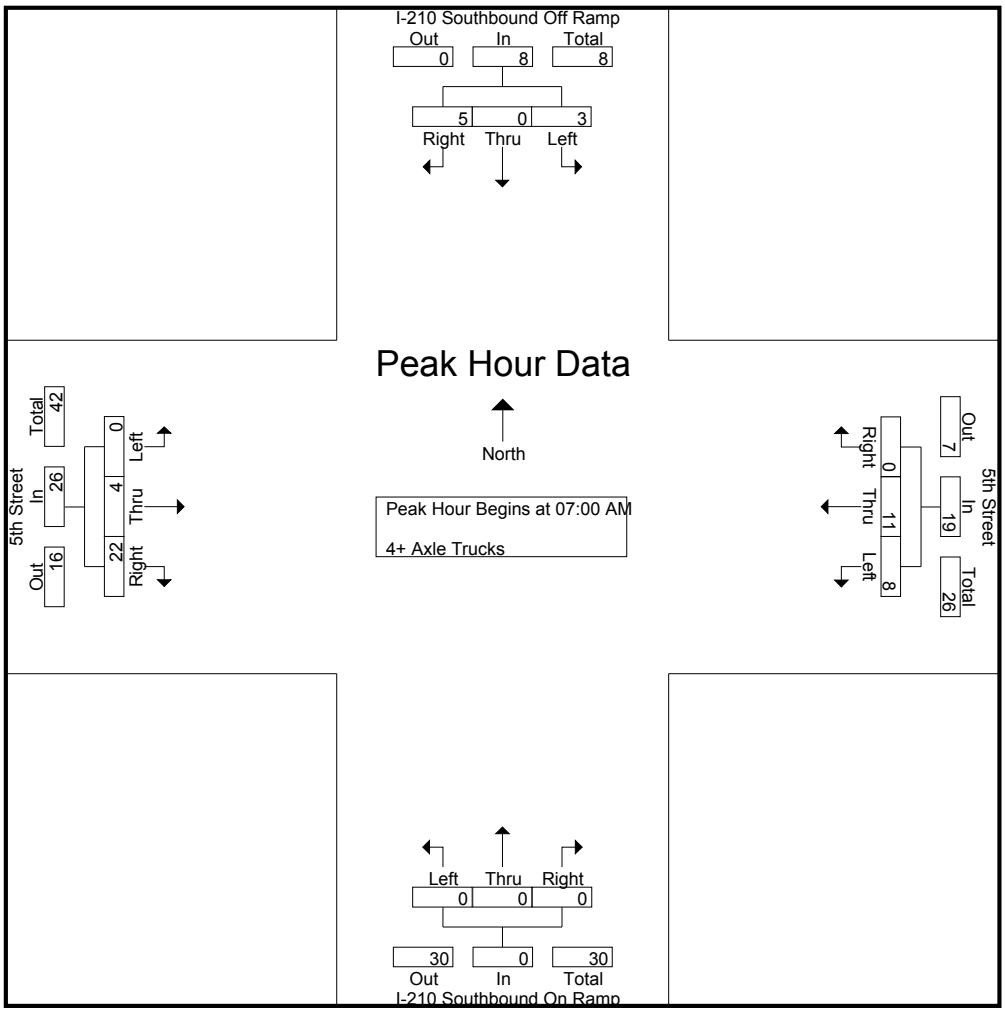
City of Highlands
N/S: I-210 Southbound Ramps
E/W: 5th Street
Weather: Clear

File Name : 10_HLD_210S_5th AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	1	1	3	1	0	4	0	0	0	0	0	**2**	5	**7**
+15 mins.	0	0	0	0	1	**4**	0	5	0	0	0	0	0	0	**6**	6
+30 mins.	1	0	**2**	3	**4**	3	0	**7**	0	0	0	0	0	1	6	7
+45 mins.	**2**	0	2	**4**	0	3	0	3	0	0	0	0	0	1	5	6
Total Volume	3	0	5	8	8	11	0	19	0	0	0	0	0	4	22	26
% App. Total	37.5	0	62.5		42.1	57.9	0		0	0	0		0	15.4	84.6	
PHF	.375	.000	.625	.500	.500	.688	.000	.679	.000	.000	.000	.000	.000	.500	.917	.929

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City of Highlands
N/S: I-210 Southbound Ramps
E/W: 5th Street
Weather: Clear

File Name : 10_HLD_210S_5th PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-210 Southbound Off Ramp Southbound				5th Street Westbound				I-210 Southbound On Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	85	1	37	123	89	117	0	206	0	0	0	0	0	147	112	259	588
04:15 PM	92	2	27	121	76	93	0	169	0	0	0	0	0	195	117	312	602
04:30 PM	69	2	37	108	68	158	0	226	0	0	0	0	0	202	108	310	644
04:45 PM	74	3	20	97	55	125	0	180	0	0	0	0	0	224	109	333	610
Total	320	8	121	449	288	493	0	781	0	0	0	0	0	768	446	1214	2444
05:00 PM	74	0	28	102	72	130	0	202	0	0	0	0	0	214	133	347	651
05:15 PM	89	0	21	110	72	104	0	176	0	0	0	0	0	288	156	444	730
05:30 PM	71	2	28	101	74	106	0	180	0	0	0	0	0	208	112	320	601
05:45 PM	82	3	18	103	90	126	0	216	0	0	0	0	0	195	84	279	598
Total	316	5	95	416	308	466	0	774	0	0	0	0	0	905	485	1390	2580
Grand Total	636	13	216	865	596	959	0	1555	0	0	0	0	0	1673	931	2604	5024
Apprch %	73.5	1.5	25		38.3	61.7	0		0	0	0		0	64.2	35.8		
Total %	12.7	0.3	4.3	17.2	11.9	19.1	0	31	0	0	0	0	0	33.3	18.5	51.8	
Passenger Vehicles	630	12	183	825	582	928	0	1510	0	0	0	0	0	1639	892	2531	4866
% Passenger Vehicles	99.1	92.3	84.7	95.4	97.7	96.8	0	97.1	0	0	0	0	0	98	95.8	97.2	96.9
Large 2 Axle Vehicles	6	1	5	12	12	11	0	23	0	0	0	0	0	17	12	29	64
% Large 2 Axle Vehicles	0.9	7.7	2.3	1.4	2	1.1	0	1.5	0	0	0	0	0	1	1.3	1.1	1.3
3 Axle Vehicles	0	0	5	5	0	5	0	5	0	0	0	0	0	6	5	11	21
% 3 Axle Vehicles	0	0	2.3	0.6	0	0.5	0	0.3	0	0	0	0	0	0.4	0.5	0.4	0.4
4+ Axle Trucks	0	0	23	23	2	15	0	17	0	0	0	0	0	11	22	33	73
% 4+ Axle Trucks	0	0	10.6	2.7	0.3	1.6	0	1.1	0	0	0	0	0	0.7	2.4	1.3	1.5

	I-210 Southbound Off Ramp Southbound				5th Street Westbound				I-210 Southbound On Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	69	2	**37**	108	68	**158**	0	**226**	0	0	0	0	0	202	108	310	644
04:45 PM	74	**3**	20	97	55	125	0	180	0	0	0	0	0	224	109	333	610
05:00 PM	74	0	28	102	**72**	130	0	202	0	0	0	0	0	214	133	347	651
05:15 PM	**89**	0	21	**110**	72	104	0	176	0	0	0	0	0	**288**	**156**	**444**	**730**
Total Volume	306	5	106	417	267	517	0	784	0	0	0	0	0	928	506	1434	2635
% App. Total	73.4	1.2	25.4		34.1	65.9	0		0	0	0		0	64.7	35.3		
PHF	.860	.417	.716	.948	.927	.818	.000	.867	.000	.000	.000	.000	.000	.806	.811	.807	.902

Counts Unlimited
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City of Highlands
N/S: I-210 Southbound Ramps
E/W: 5th Street
Weather: Clear

File Name : 10_HLD_210S_5th PM
Site Code : 06718128
Start Date : 2/21/2018
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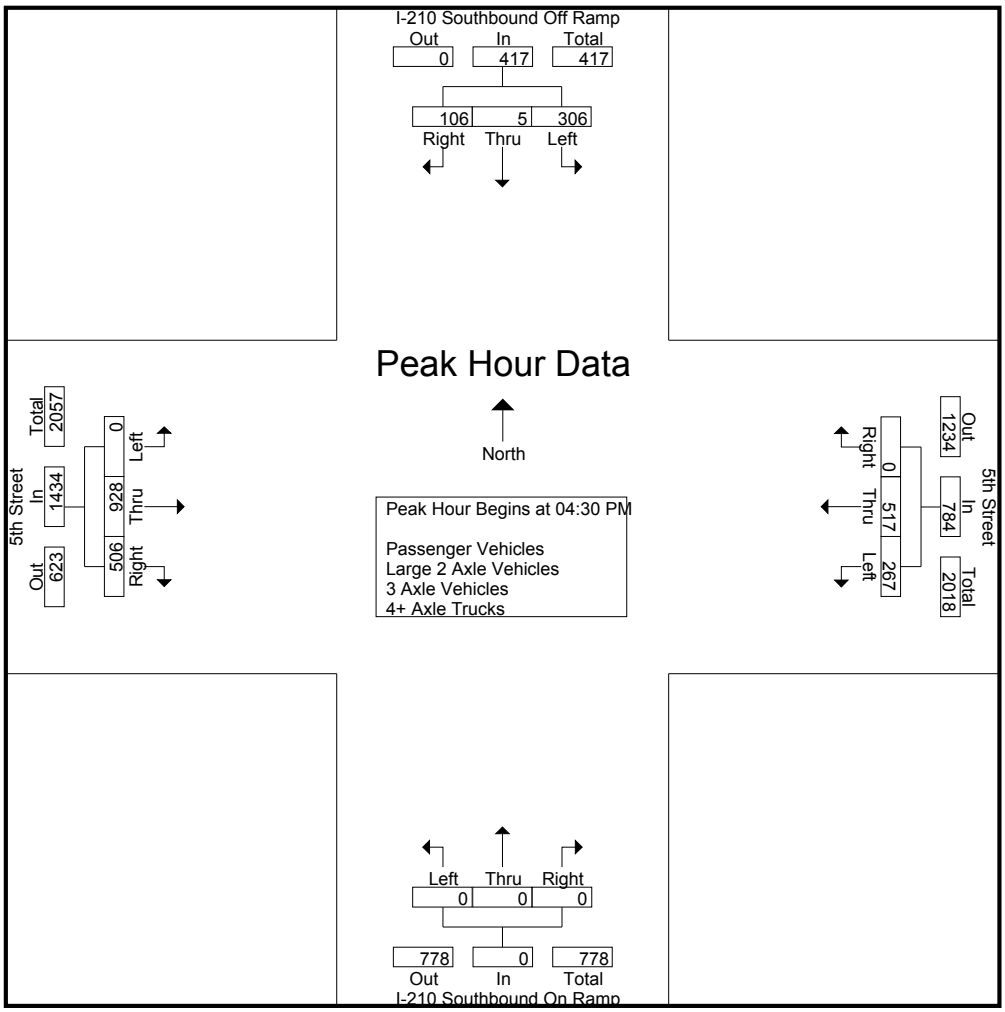

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:00 PM				04:45 PM			
+0 mins.	85	1	**37**	**123**	68	**158**	0	**226**	0	0	0	0	0	224	109	333
+15 mins.	**92**	2	27	121	55	125	0	180	0	0	0	0	0	214	133	347
+30 mins.	69	2	37	108	**72**	130	0	202	0	0	0	0	0	**288**	**156**	**444**
+45 mins.	74	**3**	20	97	72	104	0	176	0	0	0	0	0	208	112	320
Total Volume	320	8	121	449	267	517	0	784	0	0	0	0	0	934	510	1444
% App. Total	71.3	1.8	26.9		34.1	65.9	0		0	0	0		0	64.7	35.3	
PHF	.870	.667	.818	.913	.927	.818	.000	.867	.000	.000	.000	.000	.000	.811	.817	.813

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City of Highlands
N/S: I-210 Southbound Ramps
E/W: 5th Street
Weather: Clear

File Name : 10_HLD_210S_5th PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Passenger Vehicles

	I-210 Southbound Off Ramp Southbound				5th Street Westbound				I-210 Southbound On Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	85	1	28	114	87	113	0	200	0	0	0	0	0	145	105	250	564
04:15 PM	90	2	19	111	76	90	0	166	0	0	0	0	0	188	110	298	575
04:30 PM	68	1	33	102	63	148	0	211	0	0	0	0	0	197	104	301	614
04:45 PM	73	3	18	94	53	121	0	174	0	0	0	0	0	217	104	321	589
Total	316	7	98	421	279	472	0	751	0	0	0	0	0	747	423	1170	2342
05:00 PM	73	0	24	97	69	125	0	194	0	0	0	0	0	210	125	335	626
05:15 PM	88	0	21	109	72	102	0	174	0	0	0	0	0	285	152	437	720
05:30 PM	71	2	24	97	73	105	0	178	0	0	0	0	0	205	110	315	590
05:45 PM	82	3	16	101	89	124	0	213	0	0	0	0	0	192	82	274	588
Total	314	5	85	404	303	456	0	759	0	0	0	0	0	892	469	1361	2524
Grand Total	630	12	183	825	582	928	0	1510	0	0	0	0	0	1639	892	2531	4866
Apprch %	76.4	1.5	22.2		38.5	61.5	0		0	0	0		0	64.8	35.2		
Total %	12.9	0.2	3.8	17	12	19.1	0	31	0	0	0	0	0	33.7	18.3	52	

	I-210 Southbound Off Ramp Southbound				5th Street Westbound				I-210 Southbound On Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	68	1	**33**	102	63	**148**	0	**211**	0	0	0	0	0	197	104	301	614
04:45 PM	73	**3**	18	94	53	121	0	174	0	0	0	0	0	217	104	321	589
05:00 PM	73	0	24	97	69	125	0	194	0	0	0	0	0	210	125	335	626
05:15 PM	**88**	0	21	**109**	**72**	102	0	174	0	0	0	0	0	**285**	**152**	**437**	**720**
Total Volume	302	4	96	402	257	496	0	753	0	0	0	0	0	909	485	1394	2549
% App. Total	75.1	1	23.9		34.1	65.9	0		0	0	0		0	65.2	34.8		
PHF	.858	.333	.727	.922	.892	.838	.000	.892	.000	.000	.000	.000	.000	.797	.798	.797	.885

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City of Highlands
N/S: I-210 Southbound Ramps
E/W: 5th Street
Weather: Clear

File Name : 10_HLD_210S_5th PM
Site Code : 06718128
Start Date : 2/21/2018
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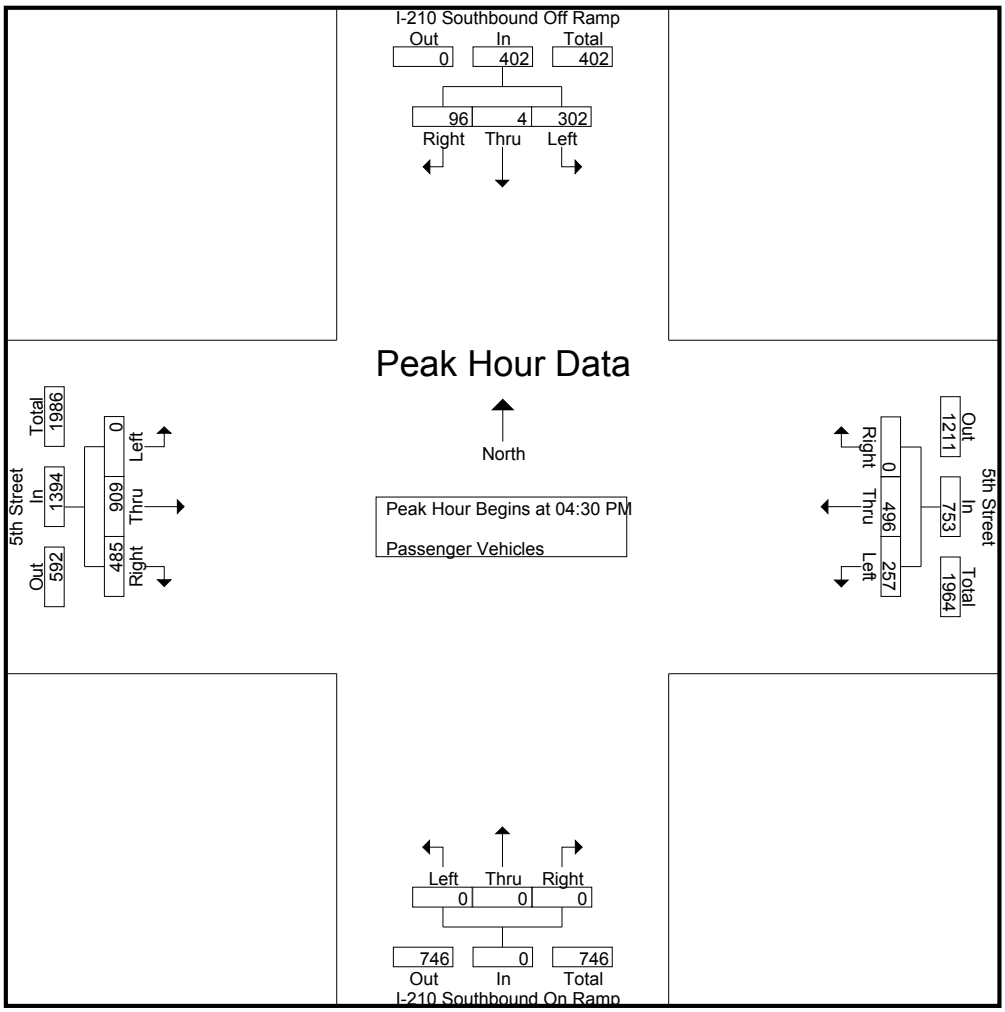

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	68	1	**33**	102	63	**148**	0	**211**	0	0	0	0	0	197	104	301
+15 mins.	73	**3**	18	94	53	121	0	174	0	0	0	0	0	217	104	321
+30 mins.	73	0	24	97	69	125	0	194	0	0	0	0	0	210	125	335
+45 mins.	**88**	0	21	**109**	**72**	102	0	174	0	0	0	0	0	**285**	**152**	**437**
Total Volume	302	4	96	402	257	496	0	753	0	0	0	0	0	909	485	1394
% App. Total	75.1	1	23.9		34.1	65.9	0		0	0	0		0	65.2	34.8	
PHF	.858	.333	.727	.922	.892	.838	.000	.892	.000	.000	.000	.000	.000	.797	.798	.797

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City of Highlands
N/S: I-210 Southbound Ramps
E/W: 5th Street
Weather: Clear

File Name : 10_HLD_210S_5th PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	I-210 Southbound Off Ramp Southbound				5th Street Westbound				I-210 Southbound On Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	2	2	0	4	0	0	0	0	0	0	4	4	9
04:15 PM	2	0	1	3	0	2	0	2	0	0	0	0	0	3	1	4	9
04:30 PM	1	1	0	2	4	4	0	8	0	0	0	0	0	2	0	2	12
04:45 PM	1	0	0	1	2	0	0	2	0	0	0	0	0	4	1	5	8
Total	4	1	2	7	8	8	0	16	0	0	0	0	0	9	6	15	38
05:00 PM	1	0	1	2	3	2	0	5	0	0	0	0	0	3	4	7	14
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
05:30 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	2	2	4	6
05:45 PM	0	0	1	1	1	0	0	1	0	0	0	0	0	1	0	1	3
Total	2	0	3	5	4	3	0	7	0	0	0	0	0	8	6	14	26
Grand Total	6	1	5	12	12	11	0	23	0	0	0	0	0	17	12	29	64
Apprch %	50	8.3	41.7		52.2	47.8	0		0	0	0		0	58.6	41.4		
Total %	9.4	1.6	7.8	18.8	18.8	17.2	0	35.9	0	0	0	0	0	26.6	18.8	45.3	

	I-210 Southbound Off Ramp Southbound				5th Street Westbound				I-210 Southbound On Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**1**	**1**	0	**2**	**4**	**4**	0	**8**	0	0	0	0	0	2	0	2	12
04:45 PM	1	0	0	1	2	0	0	2	0	0	0	0	0	**4**	1	5	8
05:00 PM	1	0	**1**	2	3	2	0	5	0	0	0	0	0	3	**4**	**7**	**14**
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
Total Volume	4	1	1	6	9	6	0	15	0	0	0	0	0	11	5	16	37
% App. Total	66.7	16.7	16.7		60	40	0		0	0	0		0	68.8	31.2		
PHF	1.00	.250	.250	.750	.563	.375	.000	.469	.000	.000	.000	.000	.000	.688	.313	.571	.661

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City of Highlands
N/S: I-210 Southbound Ramps
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File Name : 10_HLD_210S_5th PM
Site Code : 06718128
Start Date : 2/21/2018
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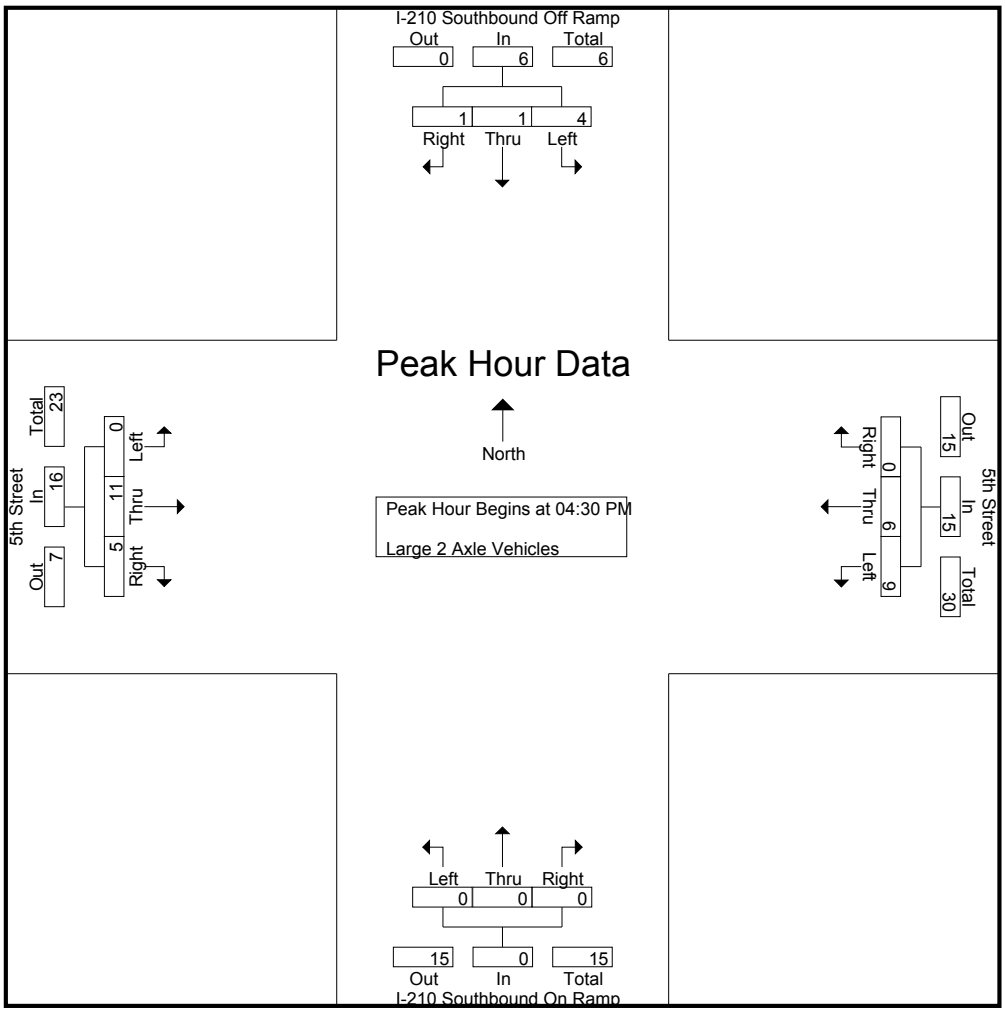

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**1**	**1**	0	**2**	**4**	**4**	0	**8**	0	0	0	0	0	2	0	2
+15 mins.	1	0	0	1	2	0	0	2	0	0	0	0	0	**4**	1	5
+30 mins.	1	0	**1**	2	3	2	0	5	0	0	0	0	0	3	**4**	**7**
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2
Total Volume	4	1	1	6	9	6	0	15	0	0	0	0	0	11	5	16
% App. Total	66.7	16.7	16.7		60	40	0		0	0	0		0	68.8	31.2	
PHF	1.000	.250	.250	.750	.563	.375	.000	.469	.000	.000	.000	.000	.000	.688	.313	.571

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

City of Highlands
N/S: I-210 Southbound Ramps
E/W: 5th Street
Weather: Clear

File Name : 10_HLD_210S_5th PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- 3 Axle Vehicles

	I-210 Southbound Off Ramp Southbound				5th Street Westbound				I-210 Southbound On Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	2	0	2	4
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	2	3
04:30 PM	0	0	1	1	0	3	0	3	0	0	0	0	0	1	1	2	6
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	4	4	0	5	0	5	0	0	0	0	0	6	2	8	17
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	3	4
Grand Total	0	0	5	5	0	5	0	5	0	0	0	0	0	6	5	11	21
Apprch %	0	0	100		0	100	0		0	0	0		0	54.5	45.5		
Total %	0	0	23.8	23.8	0	23.8	0	23.8	0	0	0	0	0	28.6	23.8	52.4	

	I-210 Southbound Off Ramp Southbound				5th Street Westbound				I-210 Southbound On Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	**1**	**1**	0	**3**	0	**3**	0	0	0	0	0	1	**1**	**2**	**6**
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	**2**	0	2	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	1	1	0	5	0	5	0	0	0	0	0	3	3	6	12
% App. Total	0	0	100		0	100	0		0	0	0		0	50	50		
PHF	.000	.000	.250	.250	.000	.417	.000	.417	.000	.000	.000	.000	.000	.375	.750	.750	.500

Counts Unlimited
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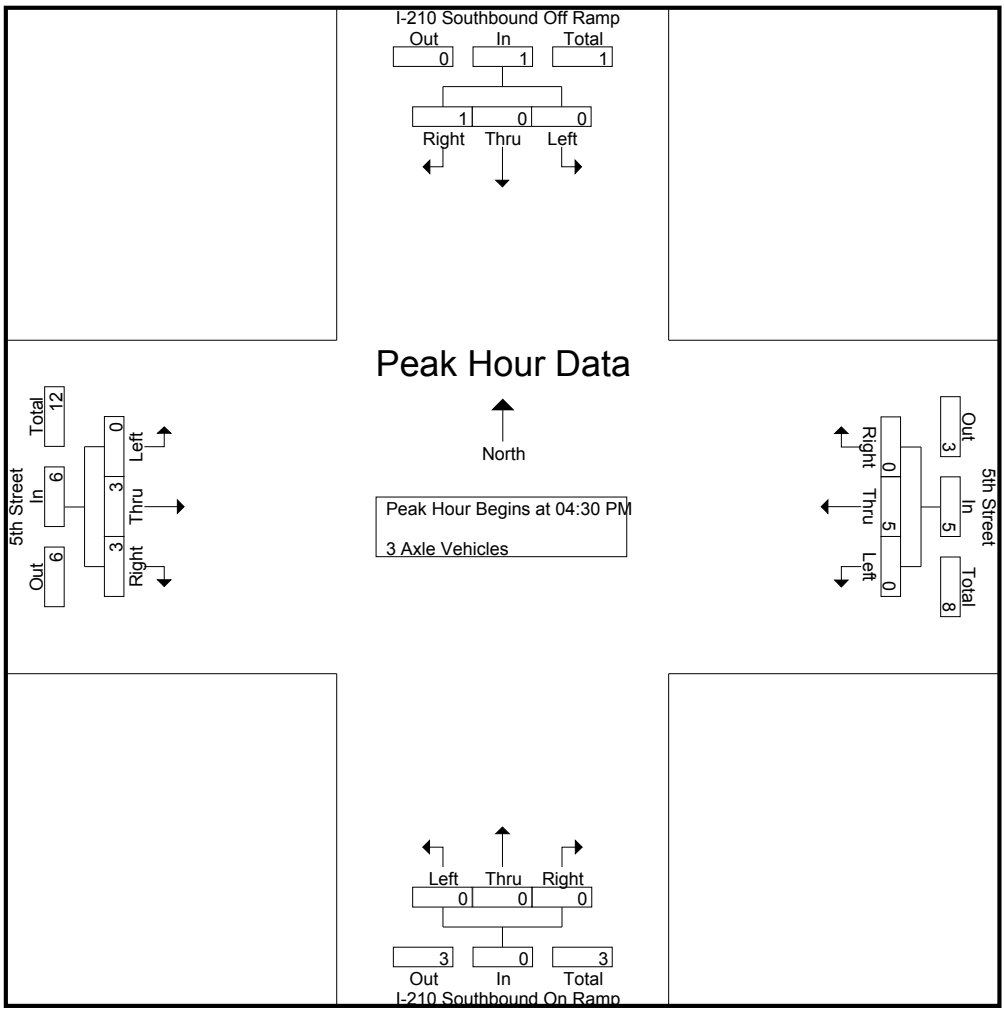
City of Highlands
N/S: I-210 Southbound Ramps
E/W: 5th Street
Weather: Clear

File Name : 10_HLD_210S_5th PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	**1**	**1**	0	**3**	0	**3**	0	0	0	0	0	1	**1**	**2**
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**2**	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	0	0	1	1	0	5	0	5	0	0	0	0	0	3	3	6
% App. Total	0	0	100		0	100	0		0	0	0		0	50	50	
PHF	.000	.000	.250	.250	.000	.417	.000	.417	.000	.000	.000	.000	.000	.375	.750	.750

Counts Unlimited
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City of Highlands
N/S: I-210 Southbound Ramps
E/W: 5th Street
Weather: Clear

File Name : 10_HLD_210S_5th PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- 4+ Axle Trucks

	I-210 Southbound Off Ramp Southbound				5th Street Westbound				I-210 Southbound On Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	6	6	0	2	0	2	0	0	0	0	0	0	3	3	11
04:15 PM	0	0	6	6	0	1	0	1	0	0	0	0	0	3	5	8	15
04:30 PM	0	0	3	3	1	3	0	4	0	0	0	0	0	2	3	5	12
04:45 PM	0	0	2	2	0	2	0	2	0	0	0	0	0	1	4	5	9
Total	0	0	17	17	1	8	0	9	0	0	0	0	0	6	15	21	47
05:00 PM	0	0	3	3	0	3	0	3	0	0	0	0	0	1	3	4	10
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	3	4	6
05:30 PM	0	0	2	2	1	0	0	1	0	0	0	0	0	1	0	1	4
05:45 PM	0	0	1	1	0	2	0	2	0	0	0	0	0	2	1	3	6
Total	0	0	6	6	1	7	0	8	0	0	0	0	0	5	7	12	26
Grand Total	0	0	23	23	2	15	0	17	0	0	0	0	0	11	22	33	73
Apprch %	0	0	100		11.8	88.2	0		0	0	0		0	33.3	66.7		
Total %	0	0	31.5	31.5	2.7	20.5	0	23.3	0	0	0	0	0	15.1	30.1	45.2	

	I-210 Southbound Off Ramp Southbound				5th Street Westbound				I-210 Southbound On Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	**3**	**3**	**1**	**3**	0	**4**	0	0	0	0	0	**2**	3	**5**	**12**
04:45 PM	0	0	2	2	0	2	0	2	0	0	0	0	0	1	**4**	5	9
05:00 PM	0	0	3	3	0	3	0	3	0	0	0	0	0	1	3	4	10
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	3	4	6
Total Volume	0	0	8	8	1	10	0	11	0	0	0	0	0	5	13	18	37
% App. Total	0	0	100		9.1	90.9	0		0	0	0		0	27.8	72.2		
PHF	.000	.000	.667	.667	.250	.833	.000	.688	.000	.000	.000	.000	.000	.625	.813	.900	.771

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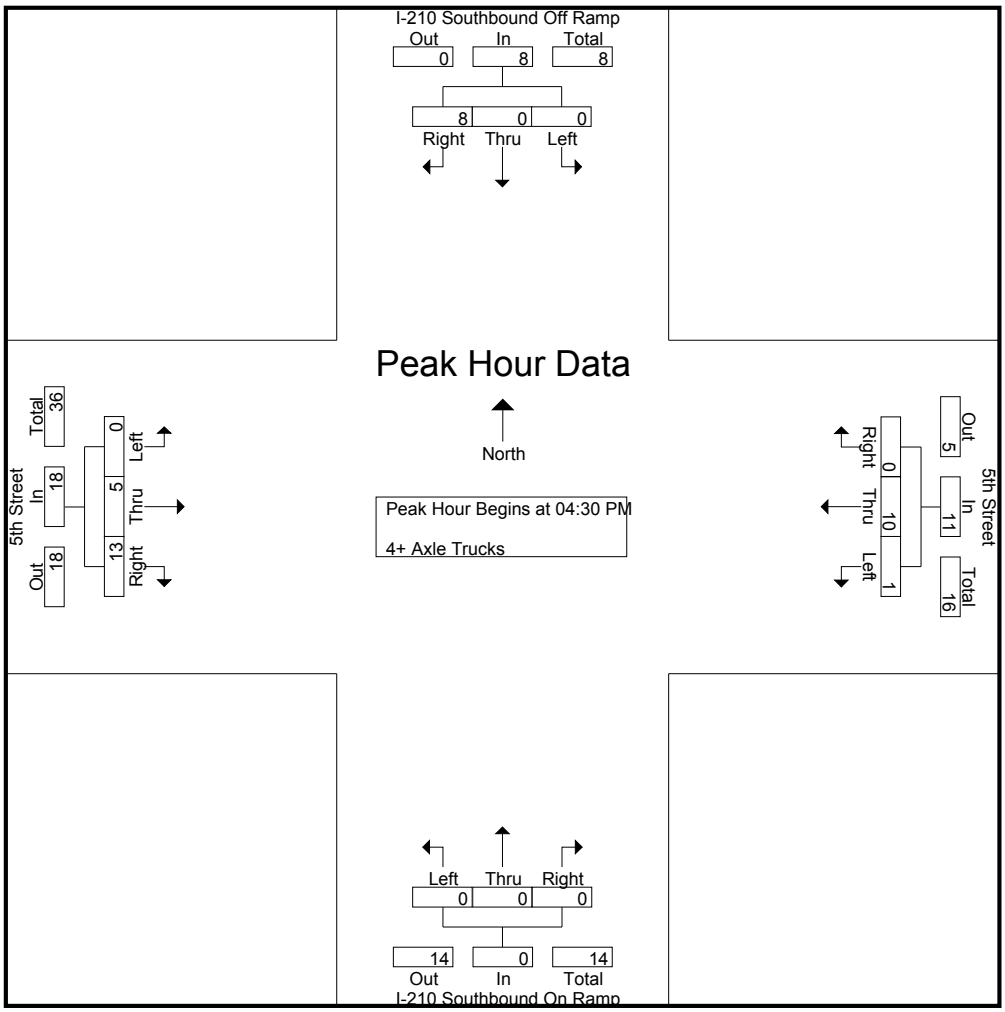
City of Highlands
N/S: I-210 Southbound Ramps
E/W: 5th Street
Weather: Clear

File Name : 10_HLD_210S_5th PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	**3**	**3**	**1**	**3**	0	**4**	0	0	0	0	0	**2**	3	**5**
+15 mins.	0	0	2	2	0	2	0	2	0	0	0	0	0	1	**4**	5
+30 mins.	0	0	3	3	0	3	0	3	0	0	0	0	0	1	3	4
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	3	4
Total Volume	0	0	8	8	1	10	0	11	0	0	0	0	0	5	13	18
% App. Total	0	0	100		9.1	90.9	0		0	0	0		0	27.8	72.2	
PHF	.000	.000	.667	.667	.250	.833	.000	.688	.000	.000	.000	.000	.000	.625	.813	.900

Counts Unlimited
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City of Highlands
N/S: I-210 Northbound Ramps
E/W: 5th Street/Greenspot Road
Weather: Clear

File Name : 11_HLD_210N_5th_Green AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-210 Northbound On Ramp Southbound				Greenspot Road Westbound				I-210 Northbound Off Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	302	82	384	89	1	47	137	11	80	0	91	612
07:15 AM	0	0	0	0	0	330	86	416	98	1	70	169	14	81	0	95	680
07:30 AM	0	0	0	0	0	355	98	453	94	0	80	174	11	119	0	130	757
07:45 AM	0	0	0	0	0	353	93	446	99	0	79	178	11	93	0	104	728
Total	0	0	0	0	0	1340	359	1699	380	2	276	658	47	373	0	420	2777
08:00 AM	0	0	0	0	0	227	86	313	85	0	74	159	20	79	0	99	571
08:15 AM	0	0	0	0	0	222	72	294	93	0	76	169	13	69	0	82	545
08:30 AM	0	0	0	0	0	225	97	322	62	2	66	130	9	96	0	105	557
08:45 AM	0	0	0	0	0	162	54	216	47	1	65	113	19	79	0	98	427
Total	0	0	0	0	0	836	309	1145	287	3	281	571	61	323	0	384	2100
Grand Total	0	0	0	0	0	2176	668	2844	667	5	557	1229	108	696	0	804	4877
Apprch %	0	0	0		0	76.5	23.5		54.3	0.4	45.3		13.4	86.6	0		
Total %	0	0	0	0	0	44.6	13.7	58.3	13.7	0.1	11.4	25.2	2.2	14.3	0	16.5	
Passenger Vehicles	0	0	0	0	0	2121	659	2780	618	5	525	1148	75	670	0	745	4673
% Passenger Vehicles	0	0	0	0	0	97.5	98.7	97.7	92.7	100	94.3	93.4	69.4	96.3	0	92.7	95.8
Large 2 Axle Vehicles	0	0	0	0	0	16	2	18	19	0	11	30	8	9	0	17	65
% Large 2 Axle Vehicles	0	0	0	0	0	0.7	0.3	0.6	2.8	0	2	2.4	7.4	1.3	0	2.1	1.3
3 Axle Vehicles	0	0	0	0	0	14	0	14	7	0	1	8	12	9	0	21	43
% 3 Axle Vehicles	0	0	0	0	0	0.6	0	0.5	1	0	0.2	0.7	11.1	1.3	0	2.6	0.9
4+ Axle Trucks	0	0	0	0	0	25	7	32	23	0	20	43	13	8	0	21	96
% 4+ Axle Trucks	0	0	0	0	0	1.1	1	1.1	3.4	0	3.6	3.5	12	1.1	0	2.6	2

	I-210 Northbound On Ramp Southbound				Greenspot Road Westbound				I-210 Northbound Off Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	302	82	384	89	**1**	47	137	11	80	0	91	612
07:15 AM	0	0	0	0	0	330	86	416	98	1	70	169	**14**	81	0	95	680
07:30 AM	0	0	0	0	0	**355**	**98**	**453**	94	0	**80**	174	11	**119**	0	**130**	**757**
07:45 AM	0	0	0	0	0	353	93	446	**99**	0	79	**178**	11	93	0	104	728
Total Volume	0	0	0	0	0	1340	359	1699	380	2	276	658	47	373	0	420	2777
% App. Total	0	0	0		0	78.9	21.1		57.8	0.3	41.9		11.2	88.8	0		
PHF	.000	.000	.000	.000	.000	.944	.916	.938	.960	.500	.863	.924	.839	.784	.000	.808	.917

Counts Unlimited
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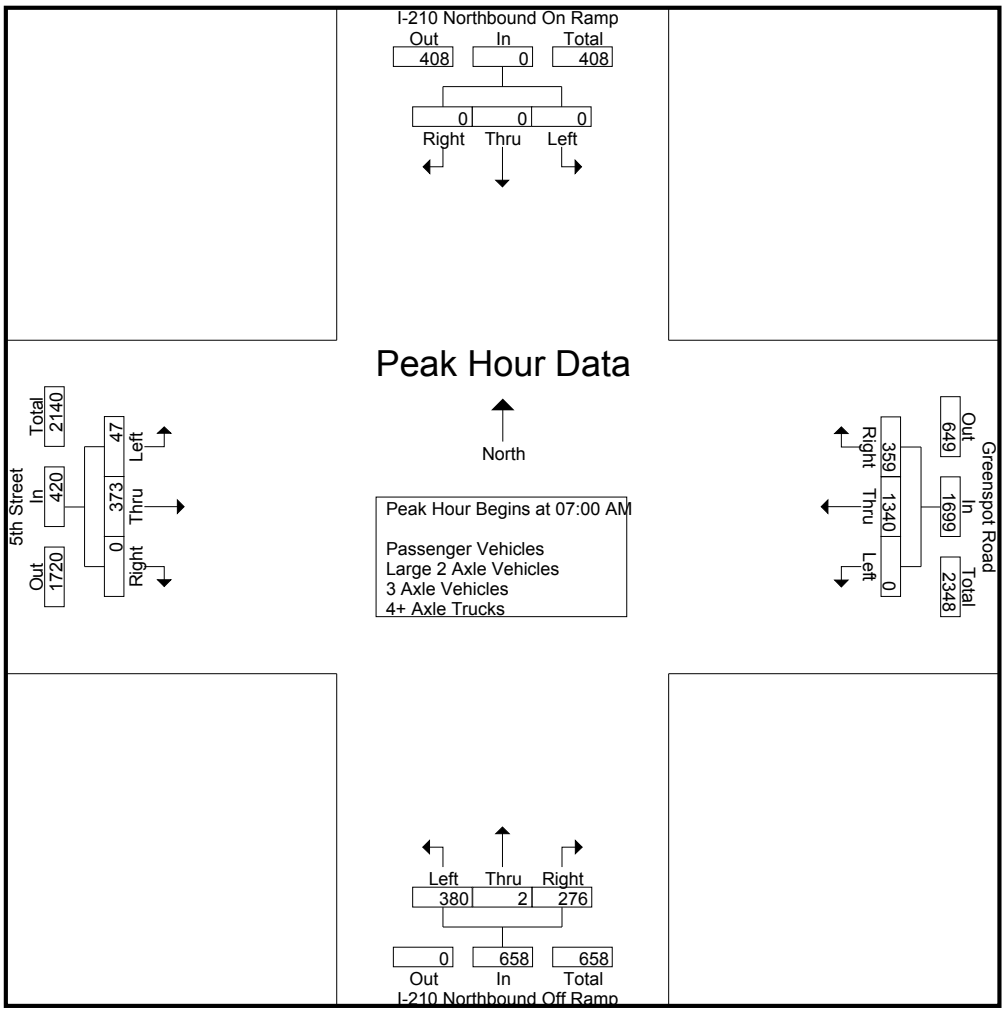
City of Highlands
N/S: I-210 Northbound Ramps
E/W: 5th Street/Greenspot Road
Weather: Clear

File Name : 11_HLD_210N_5th_Green AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	302	82	384	98	**1**	70	169	14	81	0	95
+15 mins.	0	0	0	0	0	330	86	416	94	0	**80**	174	11	**119**	0	**130**
+30 mins.	0	0	0	0	0	**355**	**98**	**453**	**99**	0	79	**178**	11	93	0	104
+45 mins.	0	0	0	0	0	353	93	446	85	0	74	159	**20**	79	0	99
Total Volume	0	0	0	0	0	1340	359	1699	376	1	303	680	56	372	0	428
% App. Total	0	0	0		0	78.9	21.1		55.3	0.1	44.6		13.1	86.9	0	
PHF	.000	.000	.000	.000	.000	.944	.916	.938	.949	.250	.947	.955	.700	.782	.000	.823

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City of Highlands
N/S: I-210 Northbound Ramps
E/W: 5th Street/Greenspot Road
Weather: Clear

File Name : 11_HLD_210N_5th_Green AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Passenger Vehicles

	I-210 Northbound On Ramp Southbound				Greenspot Road Westbound				I-210 Northbound Off Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	295	82	377	88	1	44	133	8	77	0	85	595
07:15 AM	0	0	0	0	0	324	84	408	94	1	66	161	11	78	0	89	658
07:30 AM	0	0	0	0	0	347	97	444	89	0	79	168	9	114	0	123	735
07:45 AM	0	0	0	0	0	347	93	440	96	0	77	173	6	90	0	96	709
Total	0	0	0	0	0	1313	356	1669	367	2	266	635	34	359	0	393	2697
08:00 AM	0	0	0	0	0	223	84	307	77	0	64	141	14	75	0	89	537
08:15 AM	0	0	0	0	0	209	68	277	84	0	69	153	9	67	0	76	506
08:30 AM	0	0	0	0	0	219	97	316	52	2	61	115	3	93	0	96	527
08:45 AM	0	0	0	0	0	157	54	211	38	1	65	104	15	76	0	91	406
Total	0	0	0	0	0	808	303	1111	251	3	259	513	41	311	0	352	1976
Grand Total	0	0	0	0	0	2121	659	2780	618	5	525	1148	75	670	0	745	4673
Apprch %	0	0	0		0	76.3	23.7		53.8	0.4	45.7		10.1	89.9	0		
Total %	0	0	0	0	0	45.4	14.1	59.5	13.2	0.1	11.2	24.6	1.6	14.3	0	15.9	

	I-210 Northbound On Ramp Southbound				Greenspot Road Westbound				I-210 Northbound Off Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	295	82	377	88	**1**	44	133	8	77	0	85	595
07:15 AM	0	0	0	0	0	324	84	408	94	1	66	161	**11**	78	0	89	658
07:30 AM	0	0	0	0	0	**347**	**97**	**444**	89	0	**79**	168	9	**114**	0	**123**	**735**
07:45 AM	0	0	0	0	0	347	93	440	**96**	0	77	**173**	6	90	0	96	709
Total Volume	0	0	0	0	0	1313	356	1669	367	2	266	635	34	359	0	393	2697
% App. Total	0	0	0		0	78.7	21.3		57.8	0.3	41.9		8.7	91.3	0		
PHF	.000	.000	.000	.000	.000	.946	.918	.940	.956	.500	.842	.918	.773	.787	.000	.799	.917

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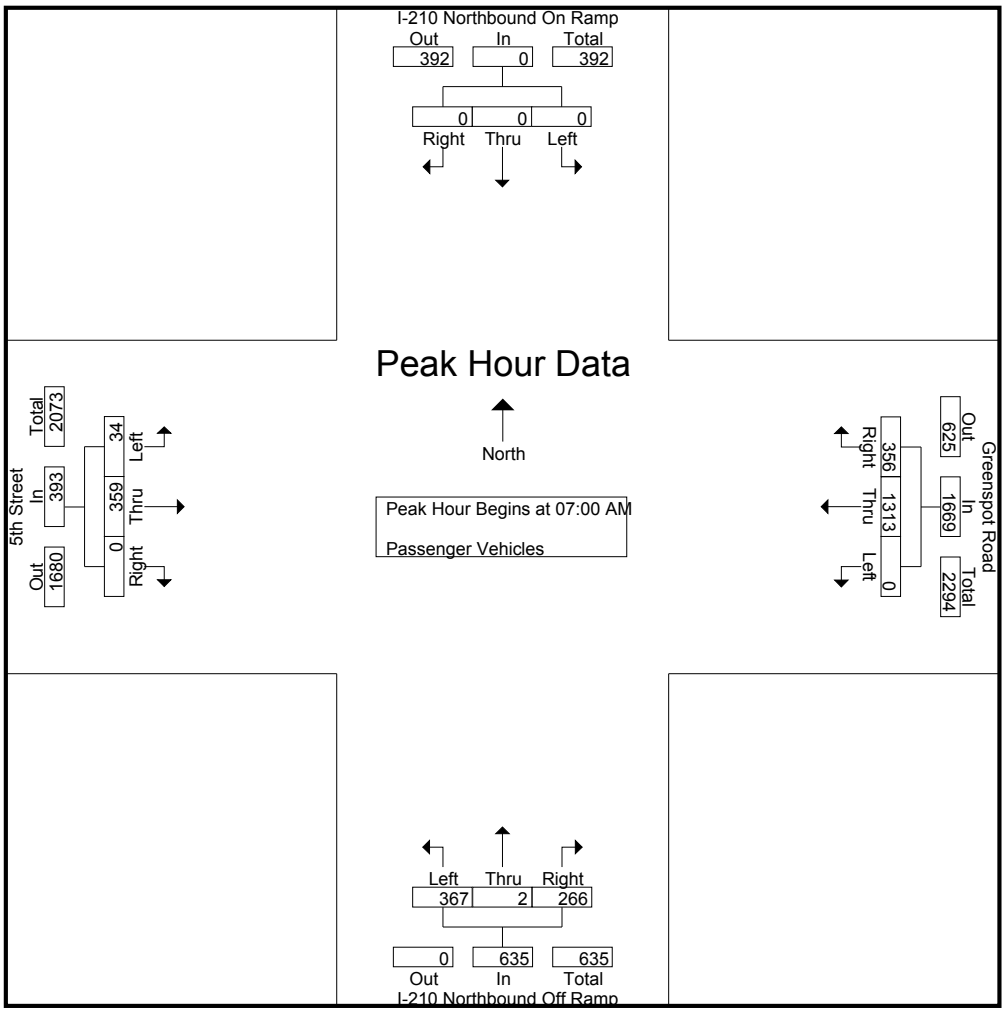

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	295	82	377	88	**1**	44	133	8	77	0	85
+15 mins.	0	0	0	0	0	324	84	408	94	1	66	161	**11**	78	0	89
+30 mins.	0	0	0	0	0	**347**	**97**	**444**	89	0	**79**	168	9	**114**	0	**123**
+45 mins.	0	0	0	0	0	347	93	440	**96**	0	77	**173**	6	90	0	96
Total Volume	0	0	0	0	0	1313	356	1669	367	2	266	635	34	359	0	393
% App. Total	0	0	0		0	78.7	21.3		57.8	0.3	41.9		8.7	91.3	0	
PHF	.000	.000	.000	.000	.000	.946	.918	.940	.956	.500	.842	.918	.773	.787	.000	.799

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City of Highlands
N/S: I-210 Northbound Ramps
E/W: 5th Street/Greenspot Road
Weather: Clear

File Name : 11_HLD_210N_5th_Green AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	I-210 Northbound On Ramp Southbound				Greenspot Road Westbound				I-210 Northbound Off Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
07:15 AM	0	0	0	0	0	1	0	1	1	0	1	2	3	2	0	5	8
07:30 AM	0	0	0	0	0	2	0	2	2	0	1	3	2	1	0	3	8
07:45 AM	0	0	0	0	0	4	0	4	0	0	1	1	0	1	0	1	6
Total	0	0	0	0	0	8	0	8	4	0	3	7	5	4	0	9	24
08:00 AM	0	0	0	0	0	1	1	2	2	0	1	3	1	2	0	3	8
08:15 AM	0	0	0	0	0	3	1	4	4	0	5	9	0	1	0	1	14
08:30 AM	0	0	0	0	0	2	0	2	5	0	2	7	2	2	0	4	13
08:45 AM	0	0	0	0	0	2	0	2	4	0	0	4	0	0	0	0	6
Total	0	0	0	0	0	8	2	10	15	0	8	23	3	5	0	8	41
Grand Total	0	0	0	0	0	16	2	18	19	0	11	30	8	9	0	17	65
Apprch %	0	0	0		0	88.9	11.1		63.3	0	36.7		47.1	52.9	0		
Total %	0	0	0	0	0	24.6	3.1	27.7	29.2	0	16.9	46.2	12.3	13.8	0	26.2	

	I-210 Northbound On Ramp Southbound				Greenspot Road Westbound				I-210 Northbound Off Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
07:15 AM	0	0	0	0	0	1	0	1	1	0	**1**	2	**3**	**2**	0	**5**	**8**
07:30 AM	0	0	0	0	0	2	0	2	**2**	0	1	**3**	2	1	0	3	8
07:45 AM	0	0	0	0	0	**4**	0	**4**	0	0	1	1	0	1	0	1	6
Total Volume	0	0	0	0	0	8	0	8	4	0	3	7	5	4	0	9	24
% App. Total	0	0	0		0	100	0		57.1	0	42.9		55.6	44.4	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.500	.000	.750	.583	.417	.500	.000	.450	.750

Counts Unlimited
PO Box 1178
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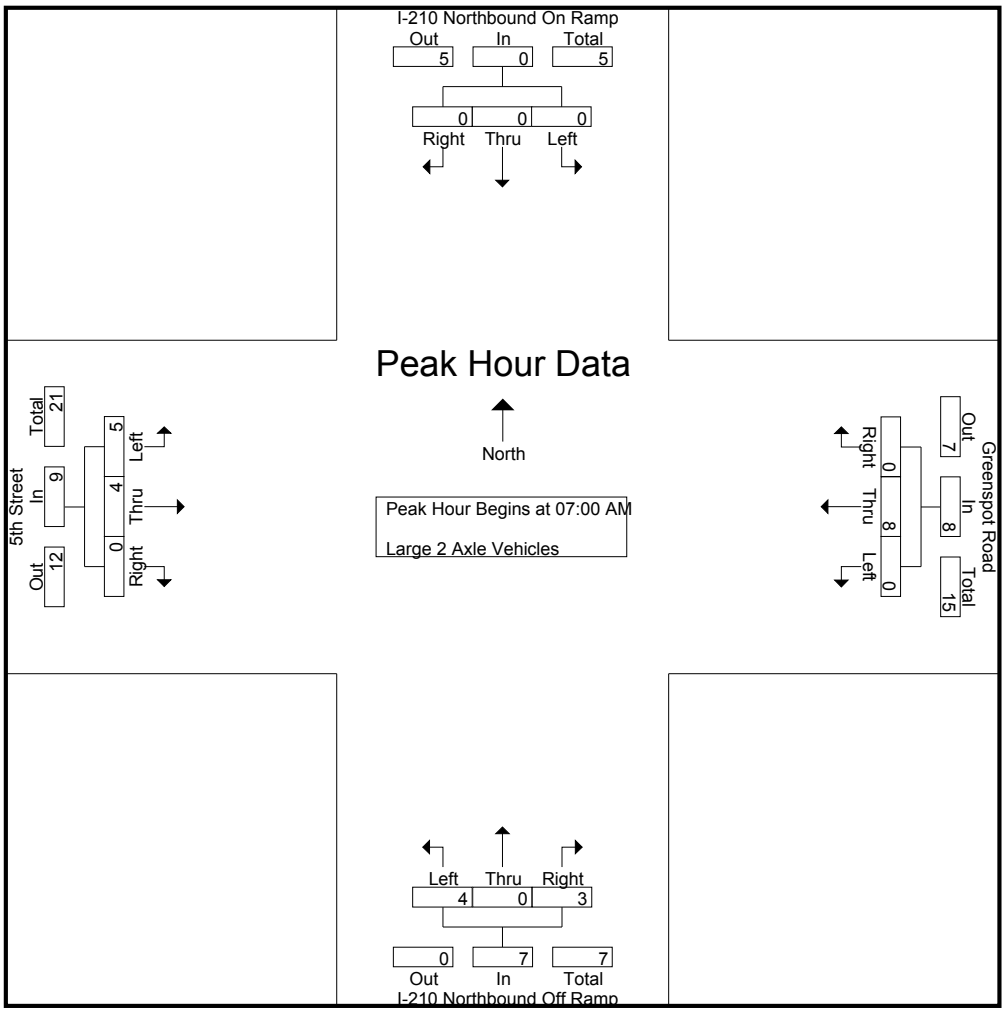
City of Highlands
N/S: I-210 Northbound Ramps
E/W: 5th Street/Greenspot Road
Weather: Clear

File Name : 11_HLD_210N_5th_Green AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	1	0	**1**	2	**3**	**2**	0	**5**
+30 mins.	0	0	0	0	0	2	0	2	**2**	0	1	**3**	2	1	0	3
+45 mins.	0	0	0	0	0	**4**	0	**4**	0	0	1	1	0	1	0	1
Total Volume	0	0	0	0	0	8	0	8	4	0	3	7	5	4	0	9
% App. Total	0	0	0		0	100	0		57.1	0	42.9		55.6	44.4	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.500	.000	.750	.583	.417	.500	.000	.450

Counts Unlimited
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City of Highlands
N/S: I-210 Northbound Ramps
E/W: 5th Street/Greenspot Road
Weather: Clear

File Name : 11_HLD_210N_5th_Green AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- 3 Axle Vehicles

	I-210 Northbound On Ramp Southbound				Greenspot Road Westbound				I-210 Northbound Off Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	2	0	0	1	1	1	3	0	4	7
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	4	0	0	4	5
Total	0	0	0	0	0	7	0	7	1	0	1	2	5	6	0	11	20
08:00 AM	0	0	0	0	0	3	0	3	4	0	0	4	3	0	0	3	10
08:15 AM	0	0	0	0	0	3	0	3	1	0	0	1	2	1	0	3	7
08:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	1	0	0	1	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
Total	0	0	0	0	0	7	0	7	6	0	0	6	7	3	0	10	23
Grand Total	0	0	0	0	0	14	0	14	7	0	1	8	12	9	0	21	43
Apprch %	0	0	0		0	100	0		87.5	0	12.5		57.1	42.9	0		
Total %	0	0	0	0	0	32.6	0	32.6	16.3	0	2.3	18.6	27.9	20.9	0	48.8	

	I-210 Northbound On Ramp Southbound				Greenspot Road Westbound				I-210 Northbound Off Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	2	0	2	0	0	**1**	**1**	1	**3**	0	**4**	**7**
07:15 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	1	0	1	4
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:45 AM	0	0	0	0	0	0	0	0	**1**	0	0	1	**4**	0	0	4	5
Total Volume	0	0	0	0	0	7	0	7	1	0	1	2	5	6	0	11	20
% App. Total	0	0	0		0	100	0		50	0	50		45.5	54.5	0		
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.250	.000	.250	.500	.313	.500	.000	.688	.714

Counts Unlimited
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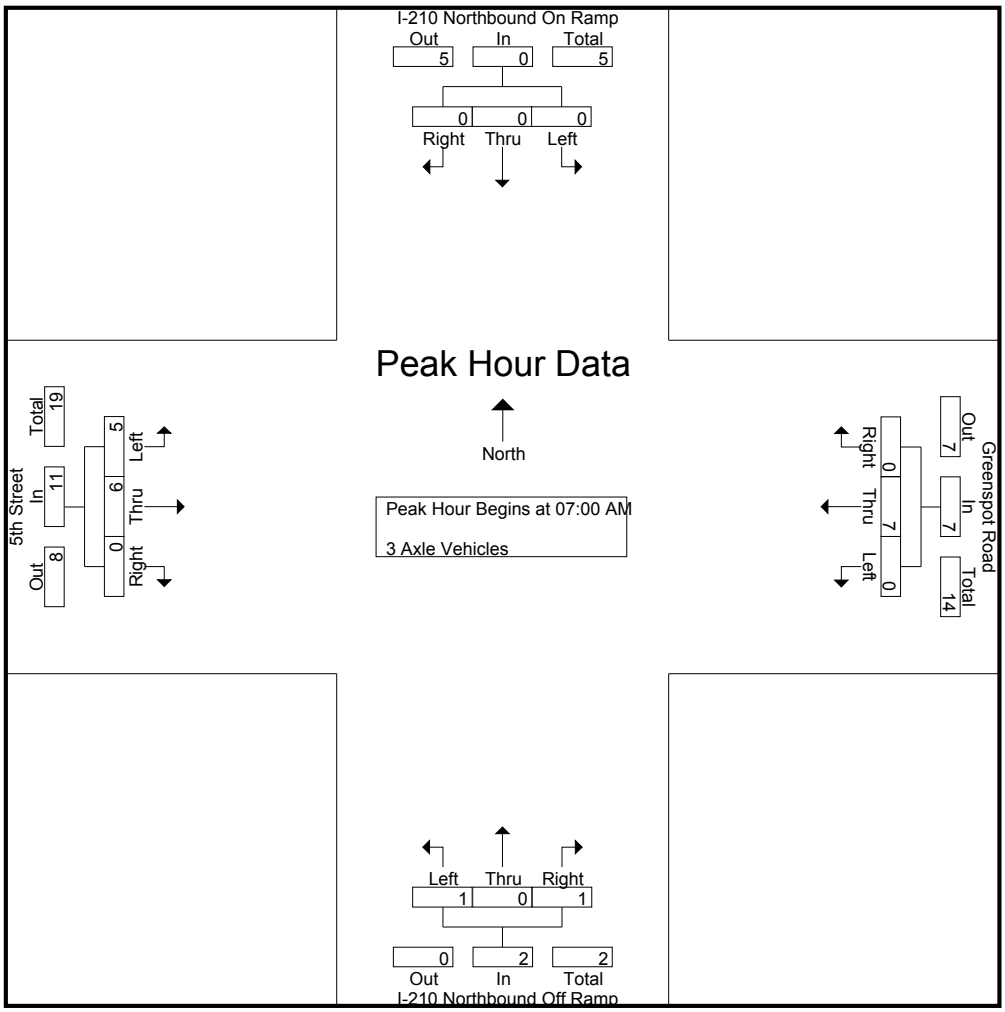
City of Highlands
N/S: I-210 Northbound Ramps
E/W: 5th Street/Greenspot Road
Weather: Clear

File Name : 11_HLD_210N_5th_Green AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	**1**	**1**	1	**3**	0	**4**
+15 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	**1**	0	0	1	**4**	0	0	4
Total Volume	0	0	0	0	0	7	0	7	1	0	1	2	5	6	0	11
% App. Total	0	0	0		0	100	0		50	0	50		45.5	54.5	0	
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.250	.000	.250	.500	.313	.500	.000	.688

Counts Unlimited
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City of Highlands
N/S: I-210 Northbound Ramps
E/W: 5th Street/Greenspot Road
Weather: Clear

File Name : 11_HLD_210N_5th_Green AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- 4+ Axle Trucks

	I-210 Northbound On Ramp Southbound				Greenspot Road Westbound				I-210 Northbound Off Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	4	0	4	0	0	2	2	2	0	0	2	8
07:15 AM	0	0	0	0	0	2	2	4	3	0	3	6	0	0	0	0	10
07:30 AM	0	0	0	0	0	4	1	5	3	0	0	3	0	2	0	2	10
07:45 AM	0	0	0	0	0	2	0	2	2	0	1	3	1	2	0	3	8
Total	0	0	0	0	0	12	3	15	8	0	6	14	3	4	0	7	36
08:00 AM	0	0	0	0	0	0	1	1	2	0	9	11	2	2	0	4	16
08:15 AM	0	0	0	0	0	7	3	10	4	0	2	6	2	0	0	2	18
08:30 AM	0	0	0	0	0	3	0	3	4	0	3	7	3	1	0	4	14
08:45 AM	0	0	0	0	0	3	0	3	5	0	0	5	3	1	0	4	12
Total	0	0	0	0	0	13	4	17	15	0	14	29	10	4	0	14	60
Grand Total	0	0	0	0	0	25	7	32	23	0	20	43	13	8	0	21	96
Apprch %	0	0	0		0	78.1	21.9		53.5	0	46.5		61.9	38.1	0		
Total %	0	0	0	0	0	26	7.3	33.3	24	0	20.8	44.8	13.5	8.3	0	21.9	

	I-210 Northbound On Ramp Southbound				Greenspot Road Westbound				I-210 Northbound Off Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**4**	0	4	0	0	2	2	**2**	0	0	2	8
07:15 AM	0	0	0	0	0	2	**2**	4	**3**	0	**3**	**6**	0	0	0	0	**10**
07:30 AM	0	0	0	0	0	4	1	**5**	3	0	0	3	0	**2**	0	2	10
07:45 AM	0	0	0	0	0	2	0	2	2	0	1	3	1	2	0	**3**	8
Total Volume	0	0	0	0	0	12	3	15	8	0	6	14	3	4	0	7	36
% App. Total	0	0	0		0	80	20		57.1	0	42.9		42.9	57.1	0		
PHF	.000	.000	.000	.000	.000	.750	.375	.750	.667	.000	.500	.583	.375	.500	.000	.583	.900

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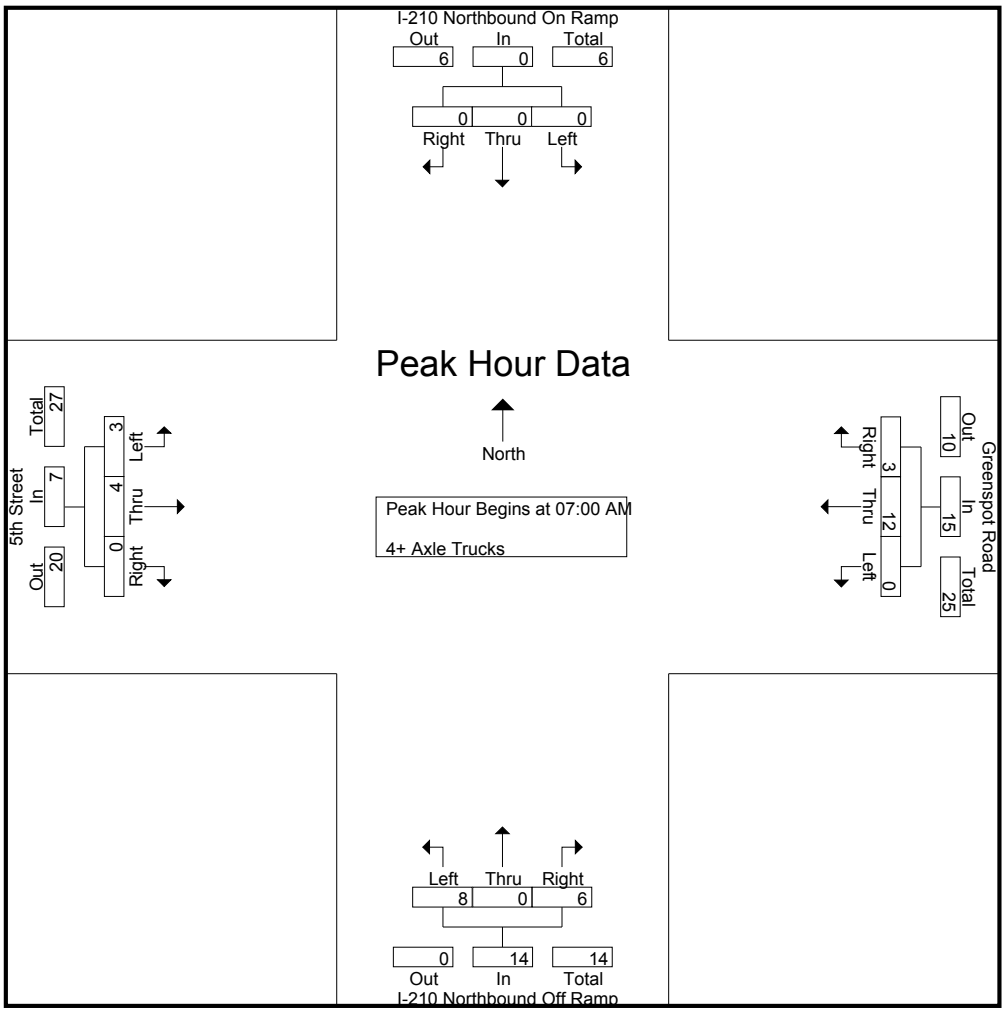
City of Highlands
N/S: I-210 Northbound Ramps
E/W: 5th Street/Greenspot Road
Weather: Clear

File Name : 11_HLD_210N_5th_Green AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	**4**	0	4	0	0	2	2	**2**	0	0	2
+15 mins.	0	0	0	0	0	2	**2**	4	**3**	0	**3**	**6**	0	0	0	0
+30 mins.	0	0	0	0	0	4	1	**5**	3	0	0	3	0	**2**	0	2
+45 mins.	0	0	0	0	0	2	0	2	2	0	1	3	1	2	0	**3**
Total Volume	0	0	0	0	0	12	3	15	8	0	6	14	3	4	0	7
% App. Total	0	0	0		0	80	20		57.1	0	42.9		42.9	57.1	0	
PHF	.000	.000	.000	.000	.000	.750	.375	.750	.667	.000	.500	.583	.375	.500	.000	.583

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City of Highlands
N/S: I-210 Northbound Ramps
E/W: 5th Street/Greenspot Road
Weather: Clear

File Name : 11_HLD_210N_5th_Green PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-210 Northbound On Ramp Southbound				Greenspot Road Westbound				I-210 Northbound Off Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	160	70	230	46	1	97	144	37	191	0	228	602
04:15 PM	0	0	0	0	0	136	74	210	36	0	116	152	34	251	0	285	647
04:30 PM	0	0	0	0	0	156	64	220	66	0	118	184	51	216	0	267	671
04:45 PM	0	0	0	0	0	145	50	195	42	0	136	178	44	255	0	299	672
Total	0	0	0	0	0	597	258	855	190	1	467	658	166	913	0	1079	2592
05:00 PM	0	0	0	0	0	149	66	215	50	0	113	163	46	235	0	281	659
05:15 PM	0	0	0	0	0	141	64	205	36	0	108	144	56	318	0	374	723
05:30 PM	0	0	0	0	0	148	86	234	31	0	112	143	37	237	0	274	651
05:45 PM	0	0	0	0	0	162	72	234	55	1	114	170	46	222	0	268	672
Total	0	0	0	0	0	600	288	888	172	1	447	620	185	1012	0	1197	2705
Grand Total	0	0	0	0	0	1197	546	1743	362	2	914	1278	351	1925	0	2276	5297
Apprch %	0	0	0		0	68.7	31.3		28.3	0.2	71.5		15.4	84.6	0		
Total %	0	0	0	0	0	22.6	10.3	32.9	6.8	0	17.3	24.1	6.6	36.3	0	43	
Passenger Vehicles	0	0	0	0	0	1181	537	1718	335	2	910	1247	330	1918	0	2248	5213
% Passenger Vehicles	0	0	0	0	0	98.7	98.4	98.6	92.5	100	99.6	97.6	94	99.6	0	98.8	98.4
Large 2 Axle Vehicles	0	0	0	0	0	12	7	19	9	0	2	11	5	6	0	11	41
% Large 2 Axle Vehicles	0	0	0	0	0	1	1.3	1.1	2.5	0	0.2	0.9	1.4	0.3	0	0.5	0.8
3 Axle Vehicles	0	0	0	0	0	1	1	2	4	0	1	5	5	1	0	6	13
% 3 Axle Vehicles	0	0	0	0	0	0.1	0.2	0.1	1.1	0	0.1	0.4	1.4	0.1	0	0.3	0.2
4+ Axle Trucks	0	0	0	0	0	3	1	4	14	0	1	15	11	0	0	11	30
% 4+ Axle Trucks	0	0	0	0	0	0.3	0.2	0.2	3.9	0	0.1	1.2	3.1	0	0	0.5	0.6

	I-210 Northbound On Ramp Southbound				Greenspot Road Westbound				I-210 Northbound Off Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**156**	64	**220**	**66**	0	118	**184**	51	216	0	267	671
04:45 PM	0	0	0	0	0	145	50	195	42	0	**136**	178	44	255	0	299	672
05:00 PM	0	0	0	0	0	149	**66**	215	50	0	113	163	46	235	0	281	659
05:15 PM	0	0	0	0	0	141	64	205	36	0	108	144	**56**	**318**	0	**374**	**723**
Total Volume	0	0	0	0	0	591	244	835	194	0	475	669	197	1024	0	1221	2725
% App. Total	0	0	0		0	70.8	29.2		29	0	71		16.1	83.9	0		
PHF	.000	.000	.000	.000	.000	.947	.924	.949	.735	.000	.873	.909	.879	.805	.000	.816	.942

Counts Unlimited
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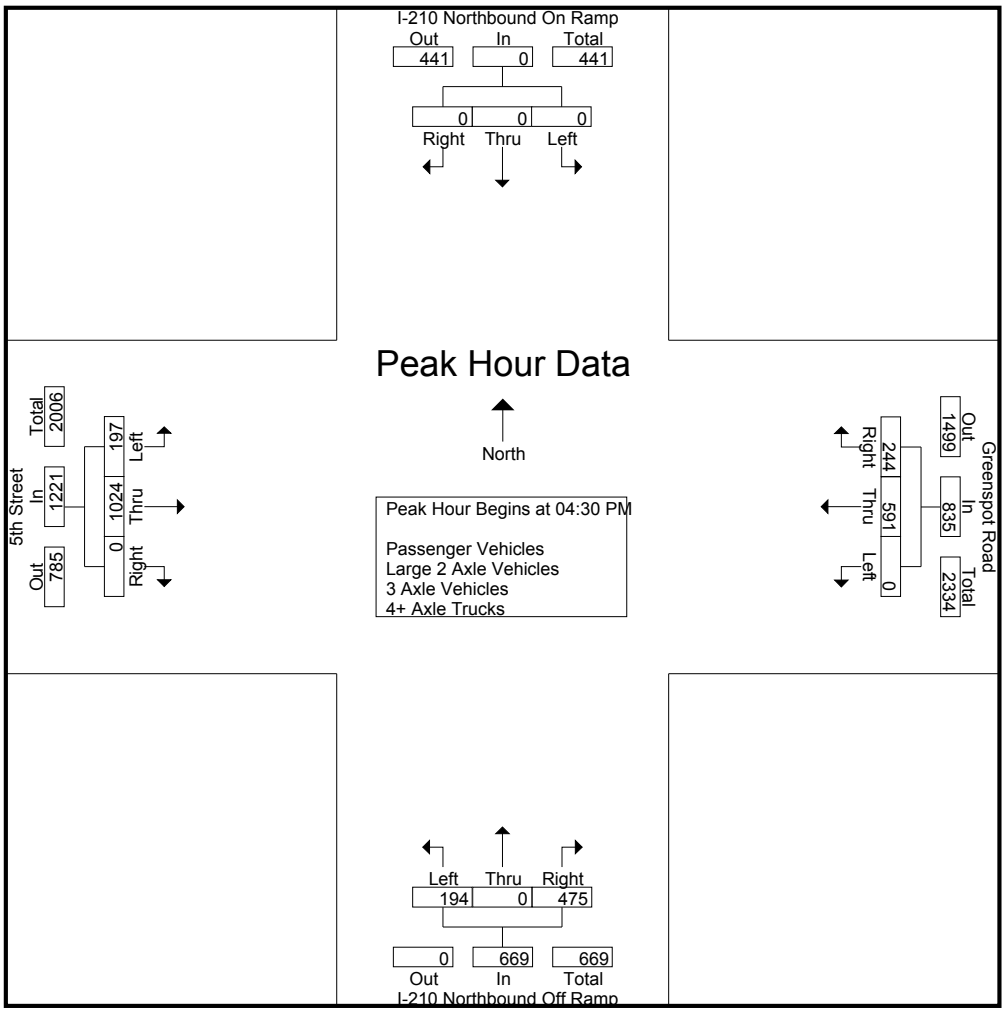
City of Highlands
N/S: I-210 Northbound Ramps
E/W: 5th Street/Greenspot Road
Weather: Clear

File Name : 11_HLD_210N_5th_Green PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:15 PM				04:45 PM			
+0 mins.	0	0	0	0	0	149	66	215	36	0	116	152	44	255	0	299
+15 mins.	0	0	0	0	0	141	64	205	**66**	0	118	**184**	46	235	0	281
+30 mins.	0	0	0	0	0	148	**86**	**234**	42	0	**136**	178	**56**	**318**	0	**374**
+45 mins.	0	0	0	0	0	**162**	72	234	50	0	113	163	37	237	0	274
Total Volume	0	0	0	0	0	600	288	888	194	0	483	677	183	1045	0	1228
% App. Total	0	0	0		0	67.6	32.4		28.7	0	71.3		14.9	85.1	0	
PHF	.000	.000	.000	.000	.000	.926	.837	.949	.735	.000	.888	.920	.817	.822	.000	.821

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City of Highlands
N/S: I-210 Northbound Ramps
E/W: 5th Street/Greenspot Road
Weather: Clear

File Name : 11_HLD_210N_5th_Green PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Passenger Vehicles

	I-210 Northbound On Ramp Southbound				Greenspot Road Westbound				I-210 Northbound Off Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	158	69	227	42	1	95	138	35	190	0	225	590
04:15 PM	0	0	0	0	0	135	73	208	33	0	116	149	29	249	0	278	635
04:30 PM	0	0	0	0	0	151	61	212	58	0	117	175	46	216	0	262	649
04:45 PM	0	0	0	0	0	143	48	191	40	0	135	175	41	254	0	295	661
Total	0	0	0	0	0	587	251	838	173	1	463	637	151	909	0	1060	2535
05:00 PM	0	0	0	0	0	145	66	211	45	0	113	158	45	234	0	279	648
05:15 PM	0	0	0	0	0	141	63	204	34	0	108	142	54	317	0	371	717
05:30 PM	0	0	0	0	0	147	86	233	30	0	112	142	37	237	0	274	649
05:45 PM	0	0	0	0	0	161	71	232	53	1	114	168	43	221	0	264	664
Total	0	0	0	0	0	594	286	880	162	1	447	610	179	1009	0	1188	2678
Grand Total	0	0	0	0	0	1181	537	1718	335	2	910	1247	330	1918	0	2248	5213
Apprch %	0	0	0		0	68.7	31.3		26.9	0.2	73		14.7	85.3	0		
Total %	0	0	0	0	0	22.7	10.3	33	6.4	0	17.5	23.9	6.3	36.8	0	43.1	

	I-210 Northbound On Ramp Southbound				Greenspot Road Westbound				I-210 Northbound Off Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**151**	61	**212**	**58**	0	117	**175**	46	216	0	262	649
04:45 PM	0	0	0	0	0	143	48	191	40	0	**135**	175	41	254	0	295	661
05:00 PM	0	0	0	0	0	145	**66**	211	45	0	113	158	45	234	0	279	648
05:15 PM	0	0	0	0	0	141	63	204	34	0	108	142	**54**	**317**	0	**371**	**717**
Total Volume	0	0	0	0	0	580	238	818	177	0	473	650	186	1021	0	1207	2675
% App. Total	0	0	0		0	70.9	29.1		27.2	0	72.8		15.4	84.6	0		
PHF	.000	.000	.000	.000	.000	.960	.902	.965	.763	.000	.876	.929	.861	.805	.000	.813	.933

Counts Unlimited
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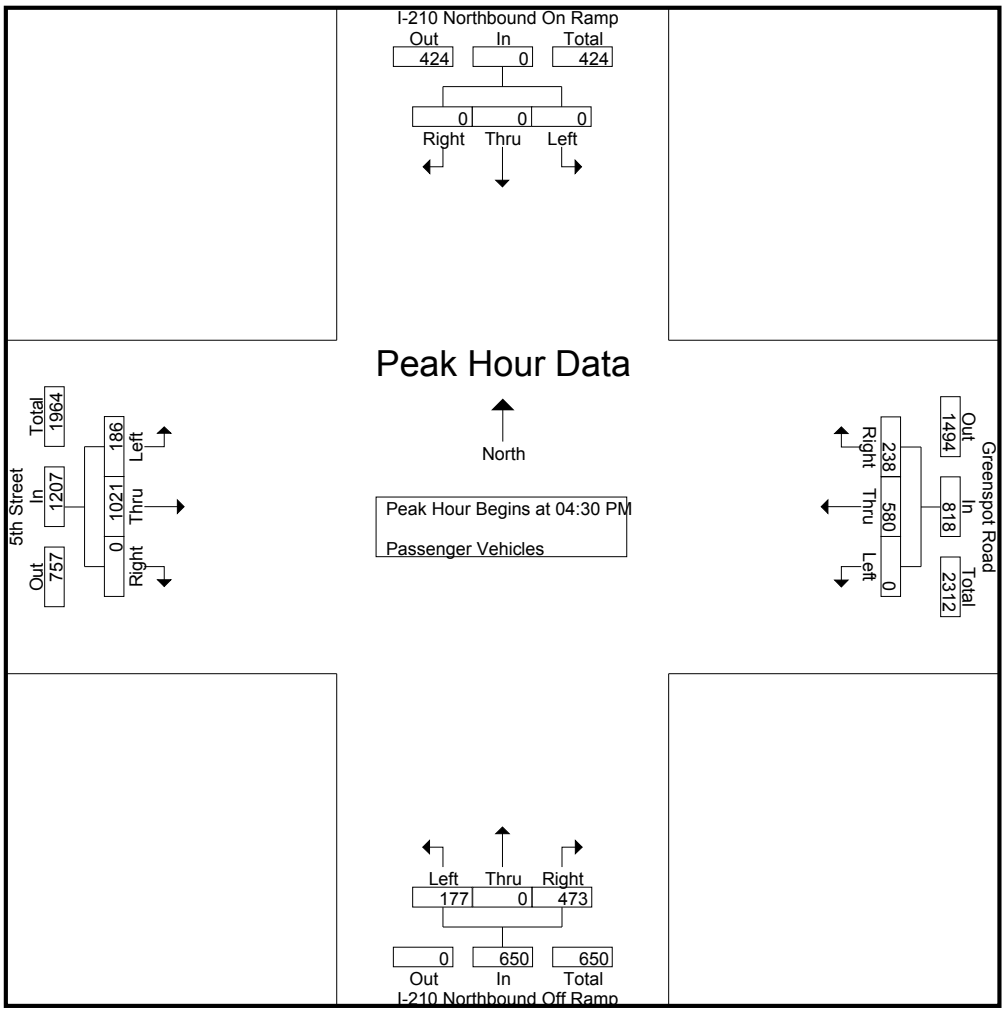
City of Highlands
N/S: I-210 Northbound Ramps
E/W: 5th Street/Greenspot Road
Weather: Clear

File Name : 11_HLD_210N_5th_Green PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	**151**	61	**212**	**58**	0	117	**175**	46	216	0	262
+15 mins.	0	0	0	0	0	143	48	191	40	0	**135**	175	41	254	0	295
+30 mins.	0	0	0	0	0	145	**66**	211	45	0	113	158	45	234	0	279
+45 mins.	0	0	0	0	0	141	63	204	34	0	108	142	**54**	**317**	0	**371**
Total Volume	0	0	0	0	0	580	238	818	177	0	473	650	186	1021	0	1207
% App. Total	0	0	0		0	70.9	29.1		27.2	0	72.8		15.4	84.6	0	
PHF	.000	.000	.000	.000	.000	.960	.902	.965	.763	.000	.876	.929	.861	.805	.000	.813

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City of Highlands
N/S: I-210 Northbound Ramps
E/W: 5th Street/Greenspot Road
Weather: Clear

File Name : 11_HLD_210N_5th_Green PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	I-210 Northbound On Ramp Southbound				Greenspot Road Westbound				I-210 Northbound Off Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	1	3	2	0	1	3	0	0	0	0	6
04:15 PM	0	0	0	0	0	1	1	2	2	0	0	2	1	2	0	3	7
04:30 PM	0	0	0	0	0	3	2	5	3	0	1	4	2	0	0	2	11
04:45 PM	0	0	0	0	0	1	2	3	0	0	0	0	0	1	0	1	4
Total	0	0	0	0	0	7	6	13	7	0	2	9	3	3	0	6	28
05:00 PM	0	0	0	0	0	4	0	4	1	0	0	1	0	1	0	1	6
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0	2	3
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	2	3
Total	0	0	0	0	0	5	1	6	2	0	0	2	2	3	0	5	13
Grand Total	0	0	0	0	0	12	7	19	9	0	2	11	5	6	0	11	41
Apprch %	0	0	0		0	63.2	36.8		81.8	0	18.2		45.5	54.5	0		
Total %	0	0	0	0	0	29.3	17.1	46.3	22	0	4.9	26.8	12.2	14.6	0	26.8	

	I-210 Northbound On Ramp Southbound				Greenspot Road Westbound				I-210 Northbound Off Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	3	**2**	**5**	**3**	0	**1**	**4**	**2**	0	0	**2**	**11**
04:45 PM	0	0	0	0	0	1	2	3	0	0	0	0	0	**1**	0	1	4
05:00 PM	0	0	0	0	0	**4**	0	4	1	0	0	1	0	1	0	1	6
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0	2	3
Total Volume	0	0	0	0	0	8	5	13	4	0	1	5	3	3	0	6	24
% App. Total	0	0	0		0	61.5	38.5		80	0	20		50	50	0		
PHF	.000	.000	.000	.000	.000	.500	.625	.650	.333	.000	.250	.313	.375	.750	.000	.750	.545

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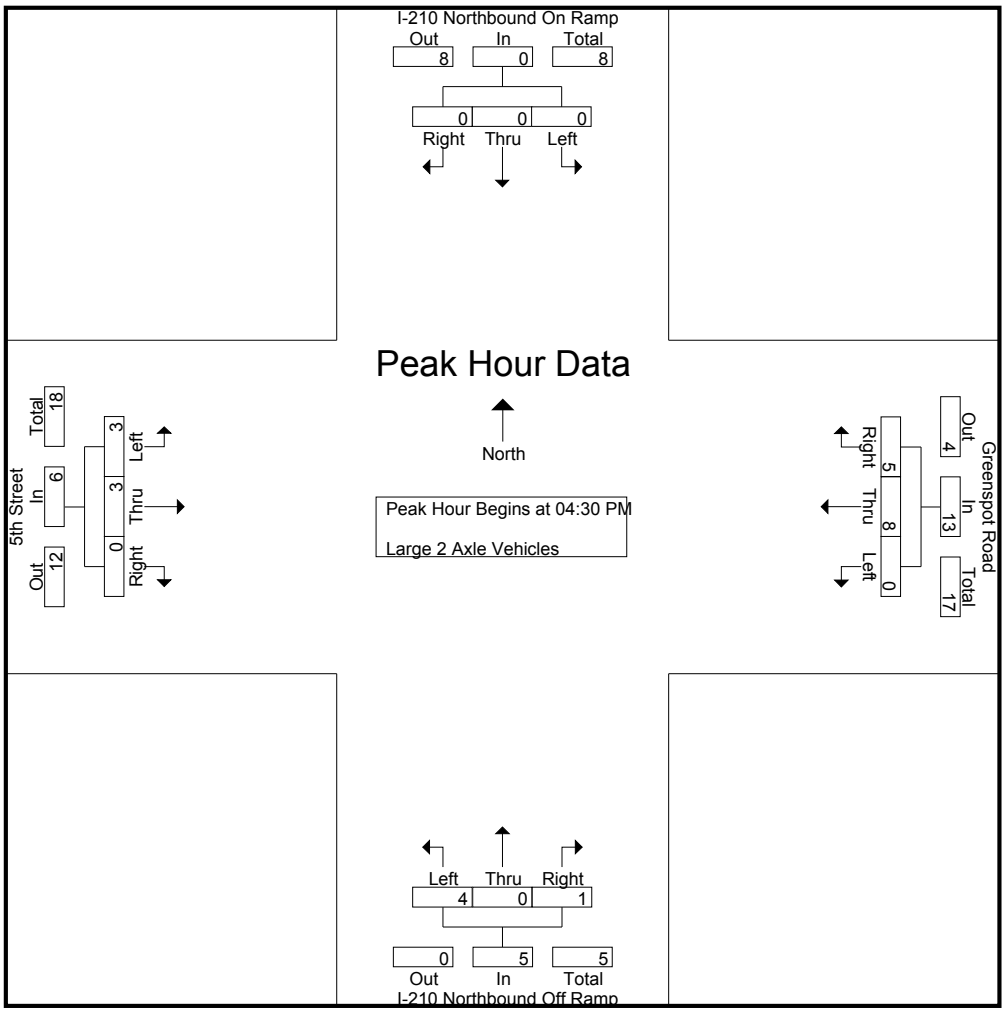
City of Highlands
N/S: I-210 Northbound Ramps
E/W: 5th Street/Greenspot Road
Weather: Clear

File Name : 11_HLD_210N_5th_Green PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	3	**2**	**5**	**3**	0	**1**	**4**	**2**	0	0	**2**
+15 mins.	0	0	0	0	0	1	2	3	0	0	0	0	0	**1**	0	1
+30 mins.	0	0	0	0	0	**4**	0	4	1	0	0	1	0	1	0	1
+45 mins.	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0	2
Total Volume	0	0	0	0	0	8	5	13	4	0	1	5	3	3	0	6
% App. Total	0	0	0		0	61.5	38.5		80	0	20		50	50	0	
PHF	.000	.000	.000	.000	.000	.500	.625	.650	.333	.000	.250	.313	.375	.750	.000	.750

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City of Highlands
N/S: I-210 Northbound Ramps
E/W: 5th Street/Greenspot Road
Weather: Clear

File Name : 11_HLD_210N_5th_Green PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- 3 Axle Vehicles

	I-210 Northbound On Ramp Southbound				Greenspot Road Westbound				I-210 Northbound Off Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	2	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	0	0	0	1	0	1	2	0	0	2	1	0	0	1	4
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	2	3
Total	0	0	0	0	0	1	0	1	3	0	1	4	5	1	0	6	11
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	2
Grand Total	0	0	0	0	0	1	1	2	4	0	1	5	5	1	0	6	13
Apprch %	0	0	0		0	50	50		80	0	20		83.3	16.7	0		
Total %	0	0	0	0	0	7.7	7.7	15.4	30.8	0	7.7	38.5	38.5	7.7	0	46.2	

	I-210 Northbound On Ramp Southbound				Greenspot Road Westbound				I-210 Northbound Off Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**1**	0	**1**	**2**	0	0	**2**	1	0	0	1	**4**
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	**2**	0	0	**2**	3
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	4	0	0	4	3	0	0	3	8
% App. Total	0	0	0		0	100	0		100	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.000	.500	.375	.000	.000	.375	.500

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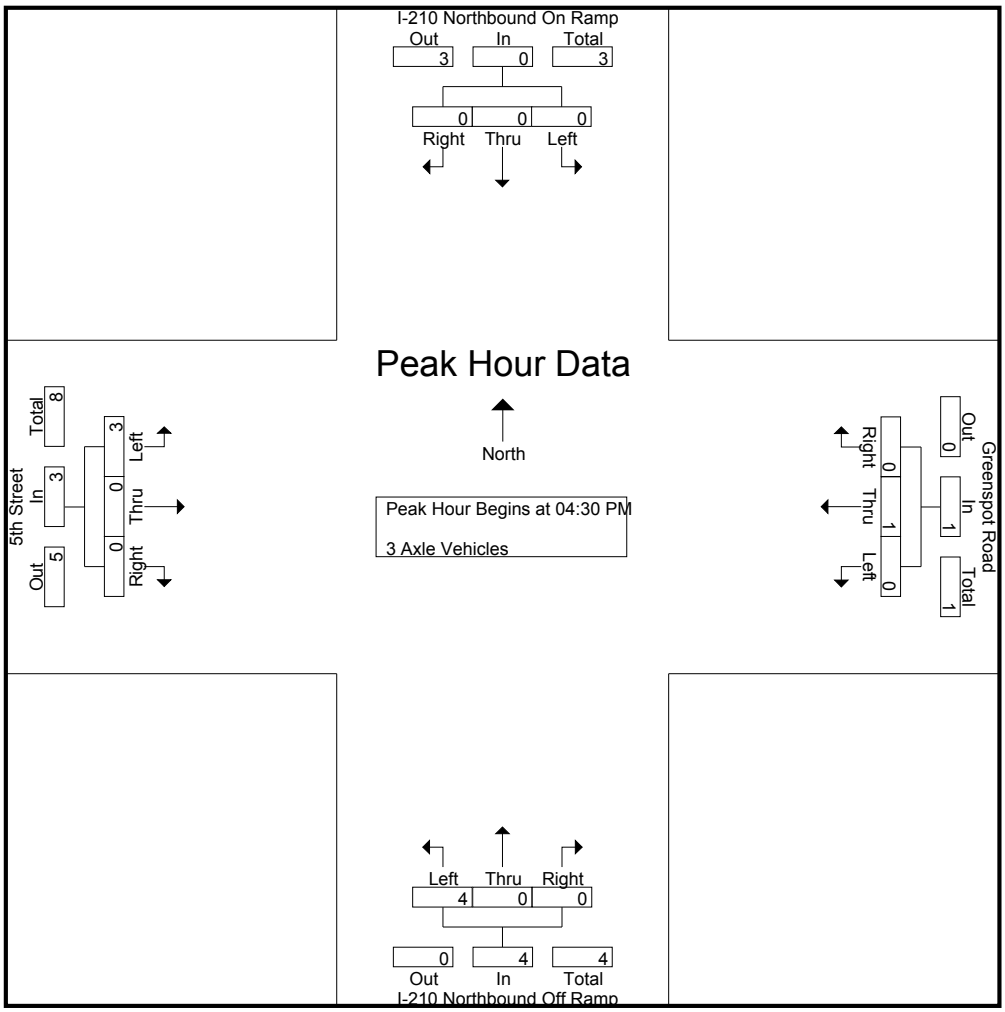
City of Highlands
N/S: I-210 Northbound Ramps
E/W: 5th Street/Greenspot Road
Weather: Clear

File Name : 11_HLD_210N_5th_Green PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	**2**	0	0	**2**	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	**2**	0	0	**2**
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	4	0	0	4	3	0	0	3
% App. Total	0	0	0		0	100	0		100	0	0		100	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.000	.500	.375	.000	.000	.375

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City of Highlands
N/S: I-210 Northbound Ramps
E/W: 5th Street/Greenspot Road
Weather: Clear

File Name : 11_HLD_210N_5th_Green PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- 4+ Axle Trucks

	I-210 Northbound On Ramp Southbound				Greenspot Road Westbound				I-210 Northbound Off Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	1	3
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	3	0	0	3	4
04:30 PM	0	0	0	0	0	1	1	2	3	0	0	3	2	0	0	2	7
04:45 PM	0	0	0	0	0	1	0	1	1	0	1	2	1	0	0	1	4
Total	0	0	0	0	0	2	1	3	7	0	1	8	7	0	0	7	18
05:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	1	0	0	1	4
05:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	1	3
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	2	4
Total	0	0	0	0	0	1	0	1	7	0	0	7	4	0	0	4	12
Grand Total	0	0	0	0	0	3	1	4	14	0	1	15	11	0	0	11	30
Apprch %	0	0	0		0	75	25		93.3	0	6.7		100	0	0		
Total %	0	0	0	0	0	10	3.3	13.3	46.7	0	3.3	50	36.7	0	0	36.7	

	I-210 Northbound On Ramp Southbound				Greenspot Road Westbound				I-210 Northbound Off Ramp Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**1**	**1**	**2**	**3**	0	0	**3**	**2**	0	0	**2**	**7**
04:45 PM	0	0	0	0	0	1	0	1	1	0	**1**	2	1	0	0	1	4
05:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	1	0	0	1	4
05:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	1	3
Total Volume	0	0	0	0	0	2	1	3	9	0	1	10	5	0	0	5	18
% App. Total	0	0	0		0	66.7	33.3		90	0	10		100	0	0		
PHF	.000	.000	.000	.000	.000	.500	.250	.375	.750	.000	.250	.833	.625	.000	.000	.625	.643

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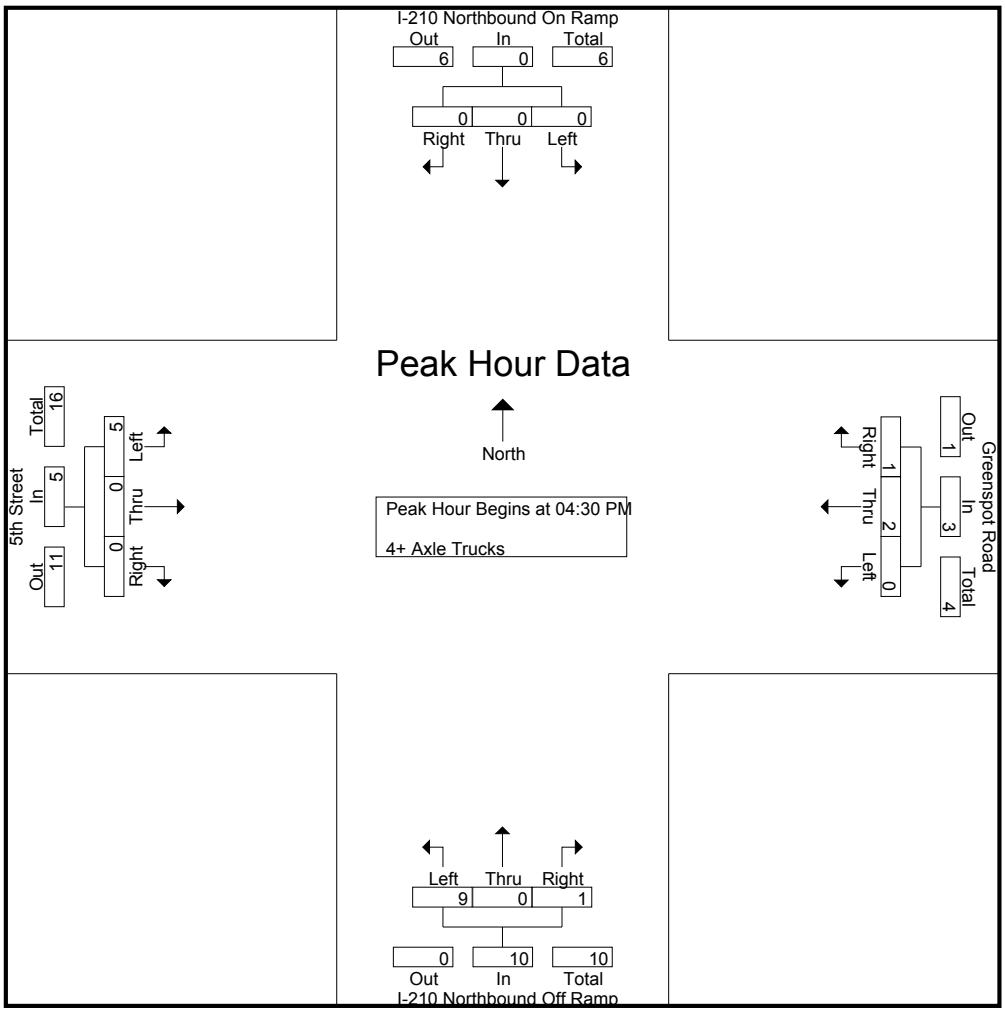
City of Highlands
N/S: I-210 Northbound Ramps
E/W: 5th Street/Greenspot Road
Weather: Clear

File Name : 11_HLD_210N_5th_Green PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	**1**	**1**	**2**	**3**	0	0	**3**	**2**	0	0	**2**
+15 mins.	0	0	0	0	0	1	0	1	1	0	**1**	2	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	3	0	0	3	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	1
Total Volume	0	0	0	0	0	2	1	3	9	0	1	10	5	0	0	5
% App. Total	0	0	0		0	66.7	33.3		90	0	10		100	0	0	
PHF	.000	.000	.000	.000	.000	.500	.250	.375	.750	.000	.250	.833	.625	.000	.000	.625

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City of Highlands
N/S: I-210 SB Ramps/Citrus Plaza Drive
E/W: San Bernardino Avenue
Weather: Clear

File Name : 12_HLD_210S_Citrus_San Bern AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-210 Southbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	104	51	88	243	9	72	92	173	4	1	3	8	14	48	7	69	493
07:15 AM	85	52	65	202	12	92	88	192	6	3	9	18	9	36	5	50	462
07:30 AM	49	66	63	178	12	81	80	173	2	0	6	8	14	57	4	75	434
07:45 AM	46	72	84	202	23	99	75	197	3	2	5	10	6	52	6	64	473
Total	284	241	300	825	56	344	335	735	15	6	23	44	43	193	22	258	1862
08:00 AM	43	60	69	172	17	68	61	146	0	2	3	5	9	46	7	62	385
08:15 AM	49	64	63	176	27	50	53	130	4	1	7	12	9	57	2	68	386
08:30 AM	40	71	61	172	20	51	58	129	0	1	17	18	11	44	5	60	379
08:45 AM	48	89	71	208	18	45	50	113	0	4	10	14	4	41	4	49	384
Total	180	284	264	728	82	214	222	518	4	8	37	49	33	188	18	239	1534
Grand Total	464	525	564	1553	138	558	557	1253	19	14	60	93	76	381	40	497	3396
Apprch %	29.9	33.8	36.3		11	44.5	44.5		20.4	15.1	64.5		15.3	76.7	8		
Total %	13.7	15.5	16.6	45.7	4.1	16.4	16.4	36.9	0.6	0.4	1.8	2.7	2.2	11.2	1.2	14.6	
Passenger Vehicles	452	519	548	1519	136	535	544	1215	17	13	57	87	69	361	38	468	3289
% Passenger Vehicles	97.4	98.9	97.2	97.8	98.6	95.9	97.7	97	89.5	92.9	95	93.5	90.8	94.8	95	94.2	96.8
Large 2 Axle Vehicles	12	4	4	20	2	11	8	21	0	0	3	3	4	12	2	18	62
% Large 2 Axle Vehicles	2.6	0.8	0.7	1.3	1.4	2	1.4	1.7	0	0	5	3.2	5.3	3.1	5	3.6	1.8
3 Axle Vehicles	0	0	4	4	0	3	1	4	0	1	0	1	2	1	0	3	12
% 3 Axle Vehicles	0	0	0.7	0.3	0	0.5	0.2	0.3	0	7.1	0	1.1	2.6	0.3	0	0.6	0.4
4+ Axle Trucks	0	2	8	10	0	9	4	13	2	0	0	2	1	7	0	8	33
% 4+ Axle Trucks	0	0.4	1.4	0.6	0	1.6	0.7	1	10.5	0	0	2.2	1.3	1.8	0	1.6	1

	I-210 Southbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**104**	51	**88**	**243**	9	72	**92**	173	4	1	3	8	**14**	48	**7**	69	**493**
07:15 AM	85	52	65	202	12	92	88	192	**6**	**3**	**9**	**18**	9	36	5	50	462
07:30 AM	49	66	63	178	12	81	80	173	2	0	6	8	14	**57**	4	**75**	434
07:45 AM	46	**72**	84	202	**23**	**99**	75	**197**	3	2	5	10	6	52	6	64	473
Total Volume	284	241	300	825	56	344	335	735	15	6	23	44	43	193	22	258	1862
% App. Total	34.4	29.2	36.4		7.6	46.8	45.6		34.1	13.6	52.3		16.7	74.8	8.5		
PHF	.683	.837	.852	.849	.609	.869	.910	.933	.625	.500	.639	.611	.768	.846	.786	.860	.944

Counts Unlimited
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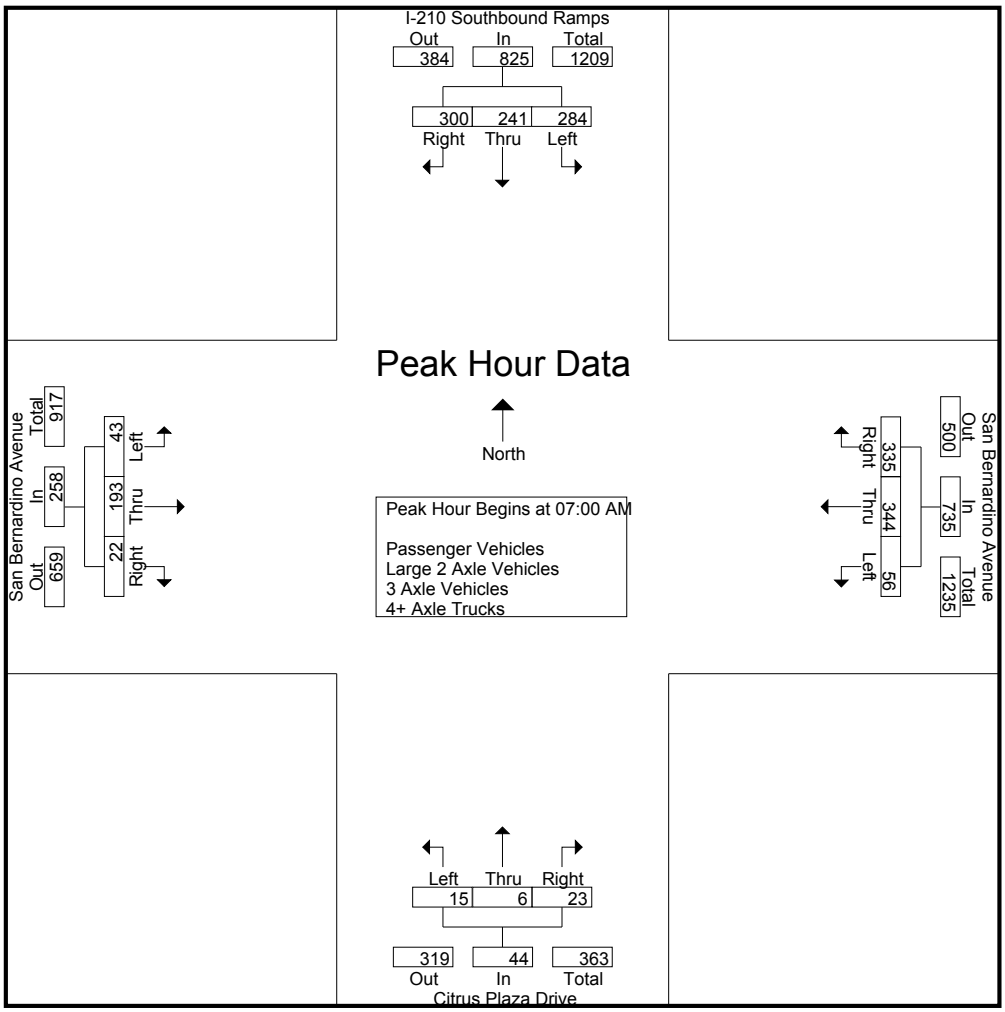
City of Highlands
N/S: I-210 SB Ramps/Citrus Plaza Drive
E/W: San Bernardino Avenue
Weather: Clear

File Name : 12_HLD_210S_Citrus_San Bern AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				08:00 AM				07:30 AM			
+0 mins.	**104**	51	**88**	**243**	9	72	**92**	173	0	2	3	5	**14**	**57**	4	**75**
+15 mins.	85	52	65	202	12	92	88	192	**4**	1	7	12	6	52	6	64
+30 mins.	49	66	63	178	12	81	80	173	0	1	**17**	**18**	9	46	**7**	62
+45 mins.	46	**72**	84	202	**23**	**99**	75	**197**	0	**4**	10	14	9	57	2	68
Total Volume	284	241	300	825	56	344	335	735	4	8	37	49	38	212	19	269
% App. Total	34.4	29.2	36.4		7.6	46.8	45.6		8.2	16.3	75.5		14.1	78.8	7.1	
PHF	.683	.837	.852	.849	.609	.869	.910	.933	.250	.500	.544	.681	.679	.930	.679	.897

Counts Unlimited
PO Box 1178
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City of Highlands
N/S: I-210 SB Ramps/Citrus Plaza Drive
E/W: San Bernardino Avenue
Weather: Clear

File Name : 12_HLD_210S_Citrus_San Bern AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Passenger Vehicles

	I-210 Southbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	103	50	88	241	9	72	90	171	4	1	3	8	12	45	7	64	484
07:15 AM	84	51	63	198	12	92	87	191	5	3	7	15	8	31	5	44	448
07:30 AM	45	65	61	171	12	79	77	168	2	0	6	8	13	53	4	70	417
07:45 AM	45	72	82	199	22	98	75	195	3	2	5	10	6	52	6	64	468
Total	277	238	294	809	55	341	329	725	14	6	21	41	39	181	22	242	1817
08:00 AM	40	58	67	165	17	60	60	137	0	2	3	5	9	46	6	61	368
08:15 AM	49	64	59	172	27	45	51	123	3	1	7	11	8	54	2	64	370
08:30 AM	40	71	59	170	19	48	55	122	0	1	16	17	11	42	5	58	367
08:45 AM	46	88	69	203	18	41	49	108	0	3	10	13	2	38	3	43	367
Total	175	281	254	710	81	194	215	490	3	7	36	46	30	180	16	226	1472
Grand Total	452	519	548	1519	136	535	544	1215	17	13	57	87	69	361	38	468	3289
Apprch %	29.8	34.2	36.1		11.2	44	44.8		19.5	14.9	65.5		14.7	77.1	8.1		
Total %	13.7	15.8	16.7	46.2	4.1	16.3	16.5	36.9	0.5	0.4	1.7	2.6	2.1	11	1.2	14.2	

	I-210 Southbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**103**	50	**88**	**241**	9	72	**90**	171	4	1	3	8	12	45	**7**	64	**484**
07:15 AM	84	51	63	198	12	92	87	191	**5**	**3**	**7**	**15**	8	31	5	44	448
07:30 AM	45	65	61	171	12	79	77	168	2	0	6	8	**13**	**53**	4	**70**	417
07:45 AM	45	**72**	82	199	**22**	**98**	75	**195**	3	2	5	10	6	52	6	64	468
Total Volume	277	238	294	809	55	341	329	725	14	6	21	41	39	181	22	242	1817
% App. Total	34.2	29.4	36.3		7.6	47	45.4		34.1	14.6	51.2		16.1	74.8	9.1		
PHF	.672	.826	.835	.839	.625	.870	.914	.929	.700	.500	.750	.683	.750	.854	.786	.864	.939

Counts Unlimited
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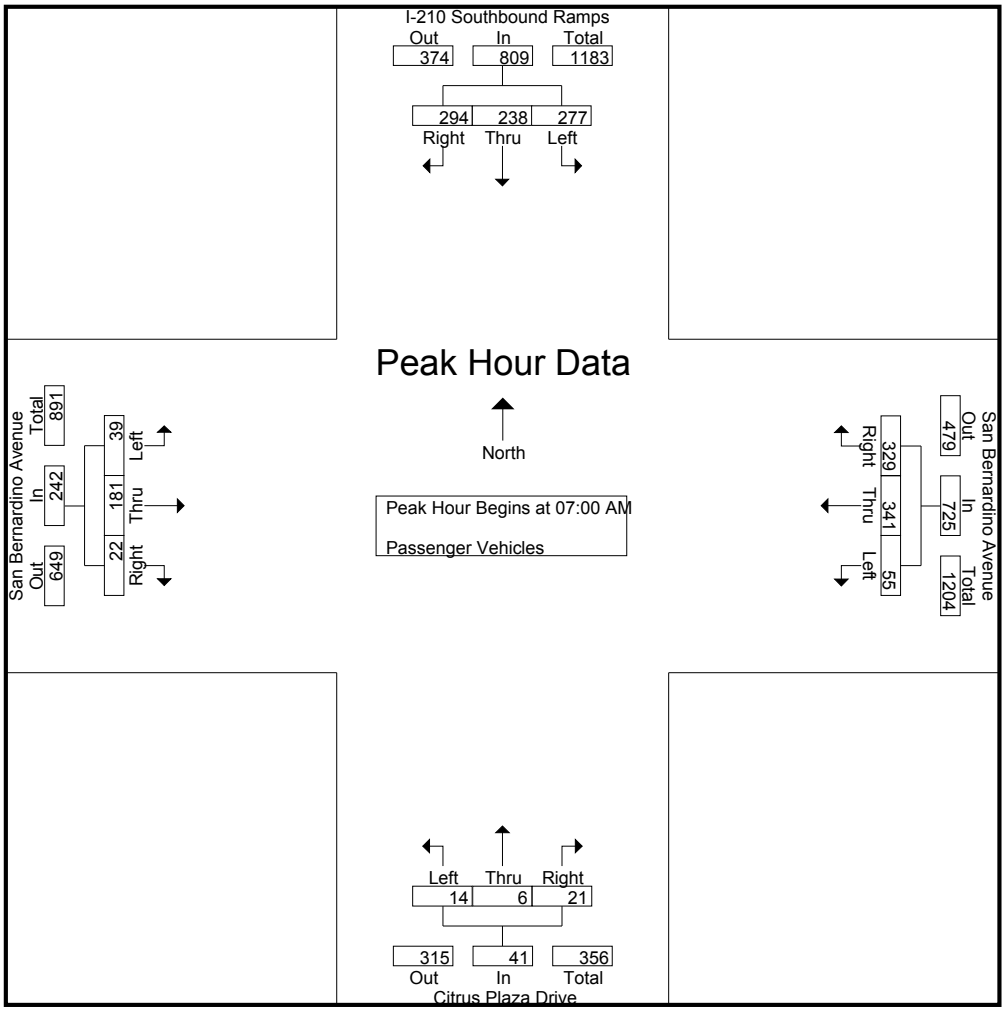
City of Highlands
N/S: I-210 SB Ramps/Citrus Plaza Drive
E/W: San Bernardino Avenue
Weather: Clear

File Name : 12_HLD_210S_Citrus_San Bern AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**103**	50	**88**	**241**	9	72	**90**	171	4	1	3	8	12	45	**7**	64
+15 mins.	84	51	63	198	12	92	87	191	**5**	**3**	**7**	**15**	8	31	5	44
+30 mins.	45	65	61	171	12	79	77	168	2	0	6	8	**13**	**53**	4	**70**
+45 mins.	45	**72**	82	199	**22**	**98**	75	**195**	3	2	5	10	6	52	6	64
Total Volume	277	238	294	809	55	341	329	725	14	6	21	41	39	181	22	242
% App. Total	34.2	29.4	36.3		7.6	47	45.4		34.1	14.6	51.2		16.1	74.8	9.1	
PHF	.672	.826	.835	.839	.625	.870	.914	.929	.700	.500	.750	.683	.750	.854	.786	.864

Counts Unlimited
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City of Highlands
N/S: I-210 SB Ramps/Citrus Plaza Drive
E/W: San Bernardino Avenue
Weather: Clear

File Name : 12_HLD_210S_Citrus_San Bern AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	I-210 Southbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
07:15 AM	1	1	1	3	0	0	0	0	0	0	2	2	1	3	0	4	9
07:30 AM	4	1	0	5	0	1	3	4	0	0	0	0	1	3	0	4	13
07:45 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Total	7	3	1	11	1	1	4	6	0	0	2	2	2	6	0	8	27
08:00 AM	3	0	1	4	0	5	0	5	0	0	0	0	0	0	1	1	10
08:15 AM	0	0	1	1	0	1	1	2	0	0	0	0	1	2	0	3	6
08:30 AM	0	0	0	0	1	2	2	5	0	0	1	1	0	2	0	2	8
08:45 AM	2	1	1	4	0	2	1	3	0	0	0	0	1	2	1	4	11
Total	5	1	3	9	1	10	4	15	0	0	1	1	2	6	2	10	35
Grand Total	12	4	4	20	2	11	8	21	0	0	3	3	4	12	2	18	62
Apprch %	60	20	20		9.5	52.4	38.1		0	0	100		22.2	66.7	11.1		
Total %	19.4	6.5	6.5	32.3	3.2	17.7	12.9	33.9	0	0	4.8	4.8	6.5	19.4	3.2	29	

	I-210 Southbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	**1**	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
07:15 AM	1	1	**1**	3	0	0	0	0	0	0	**2**	**2**	**1**	**3**	0	**4**	9
07:30 AM	**4**	1	0	**5**	0	**1**	**3**	**4**	0	0	0	0	1	3	0	4	**13**
07:45 AM	1	0	0	1	**1**	0	0	1	0	0	0	0	0	0	0	0	2
Total Volume	7	3	1	11	1	1	4	6	0	0	2	2	2	6	0	8	27
% App. Total	63.6	27.3	9.1		16.7	16.7	66.7		0	0	100		25	75	0		
PHF	.438	.750	.250	.550	.250	.250	.333	.375	.000	.000	.250	.250	.500	.500	.000	.500	.519

Counts Unlimited
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City of Highlands
N/S: I-210 SB Ramps/Citrus Plaza Drive
E/W: San Bernardino Avenue
Weather: Clear

File Name : 12_HLD_210S_Citrus_San Bern AM
Site Code : 06718128
Start Date : 2/21/2018
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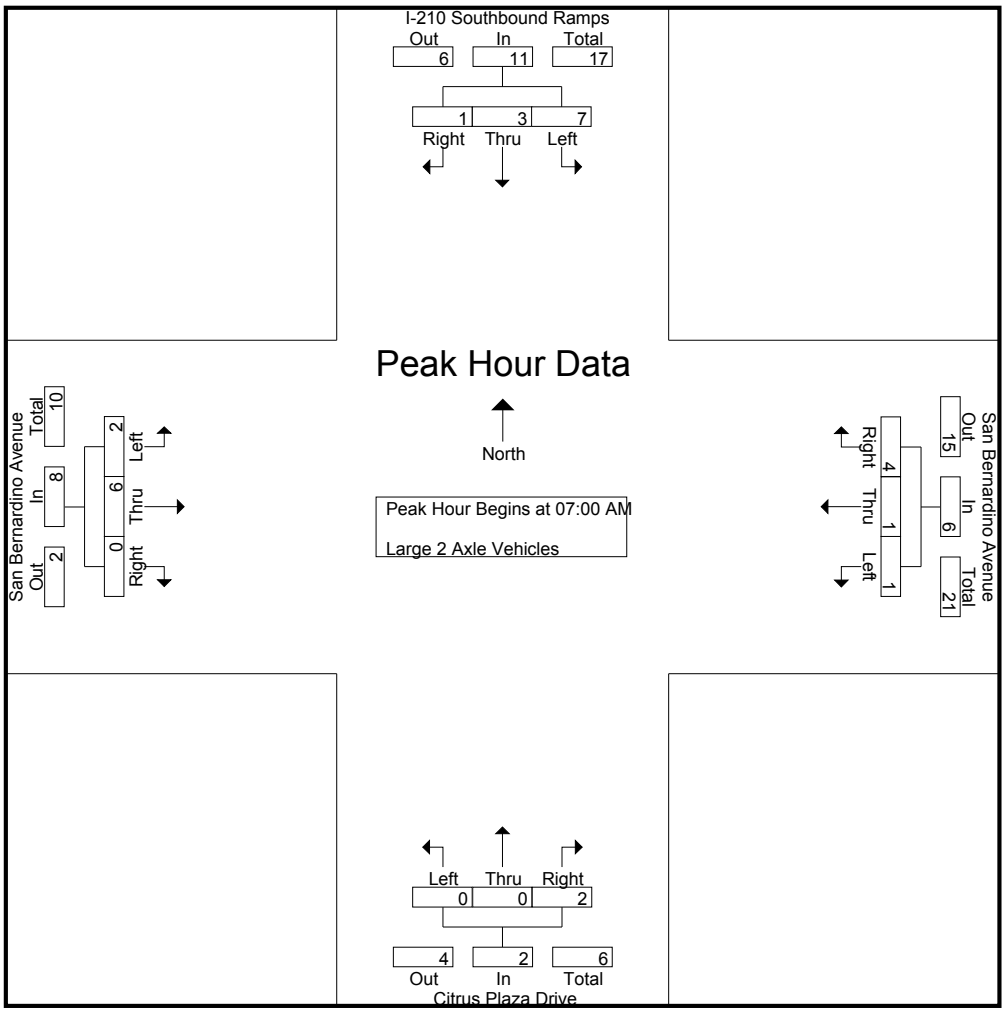

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	**1**	0	2	0	0	1	1	0	0	0	0	0	0	0	0
+15 mins.	1	1	**1**	3	0	0	0	0	0	0	**2**	**2**	**1**	**3**	0	**4**
+30 mins.	**4**	1	0	**5**	0	**1**	**3**	**4**	0	0	0	0	1	3	0	4
+45 mins.	1	0	0	1	**1**	0	0	1	0	0	0	0	0	0	0	0
Total Volume	7	3	1	11	1	1	4	6	0	0	2	2	2	6	0	8
% App. Total	63.6	27.3	9.1		16.7	16.7	66.7		0	0	100		25	75	0	
PHF	.438	.750	.250	.550	.250	.250	.333	.375	.000	.000	.250	.250	.500	.500	.000	.500

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City of Highlands
N/S: I-210 SB Ramps/Citrus Plaza Drive
E/W: San Bernardino Avenue
Weather: Clear

File Name : 12_HLD_210S_Citrus_San Bern AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- 3 Axle Vehicles

	I-210 Southbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	2	0	0	0	0	0	0	0	0	2	0	0	2	4
08:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	2	2	0	3	0	3	0	0	0	0	0	0	0	0	5
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
Total	0	0	2	2	0	3	1	4	0	1	0	1	0	1	0	1	8
Grand Total	0	0	4	4	0	3	1	4	0	1	0	1	2	1	0	3	12
Apprch %	0	0	100		0	75	25		0	100	0		66.7	33.3	0		
Total %	0	0	33.3	33.3	0	25	8.3	33.3	0	8.3	0	8.3	16.7	8.3	0	25	

	I-210 Southbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	**2**	**2**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	2	2	0	0	0	0	0	0	0	0	2	0	0	2	4
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.500

Counts Unlimited
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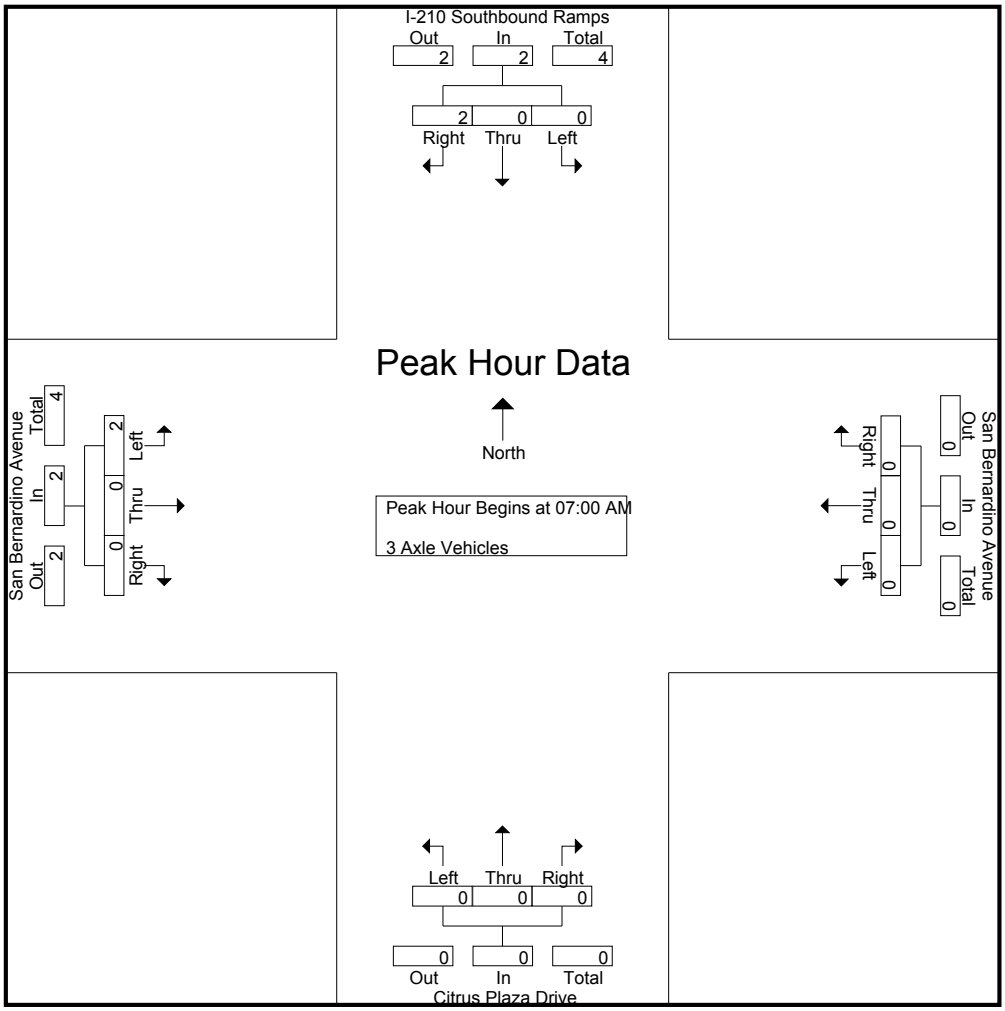
City of Highlands
N/S: I-210 SB Ramps/Citrus Plaza Drive
E/W: San Bernardino Avenue
Weather: Clear

File Name : 12_HLD_210S_Citrus_San Bern AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	**2**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	2	2	0	0	0	0	0	0	0	0	2	0	0	2
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0	
PHF	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250

Counts Unlimited
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City of Highlands
N/S: I-210 SB Ramps/Citrus Plaza Drive
E/W: San Bernardino Avenue
Weather: Clear

File Name : 12_HLD_210S_Citrus_San Bern AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- 4+ Axle Trucks

	I-210 Southbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	3	0	3	4
07:15 AM	0	0	1	1	0	0	1	1	1	0	0	1	0	2	0	2	5
07:30 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	0	0	3	3	0	2	2	4	1	0	0	1	0	6	0	6	14
08:00 AM	0	2	1	3	0	3	0	3	0	0	0	0	0	0	0	0	6
08:15 AM	0	0	1	1	0	1	1	2	1	0	0	1	0	1	0	1	5
08:30 AM	0	0	2	2	0	1	1	2	0	0	0	0	0	0	0	0	4
08:45 AM	0	0	1	1	0	2	0	2	0	0	0	0	1	0	0	1	4
Total	0	2	5	7	0	7	2	9	1	0	0	1	1	1	0	2	19
Grand Total	0	2	8	10	0	9	4	13	2	0	0	2	1	7	0	8	33
Apprch %	0	20	80		0	69.2	30.8		100	0	0		12.5	87.5	0		
Total %	0	6.1	24.2	30.3	0	27.3	12.1	39.4	6.1	0	0	6.1	3	21.2	0	24.2	

	I-210 Southbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	**3**	0	**3**	4
07:15 AM	0	0	**1**	**1**	0	0	1	1	**1**	0	0	**1**	0	2	0	2	**5**
07:30 AM	0	0	1	1	0	**1**	0	1	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total Volume	0	0	3	3	0	2	2	4	1	0	0	1	0	6	0	6	14
% App. Total	0	0	100		0	50	50		100	0	0		0	100	0		
PHF	.000	.000	.750	.750	.000	.500	.500	1.00	.250	.000	.000	.250	.000	.500	.000	.500	.700

Counts Unlimited
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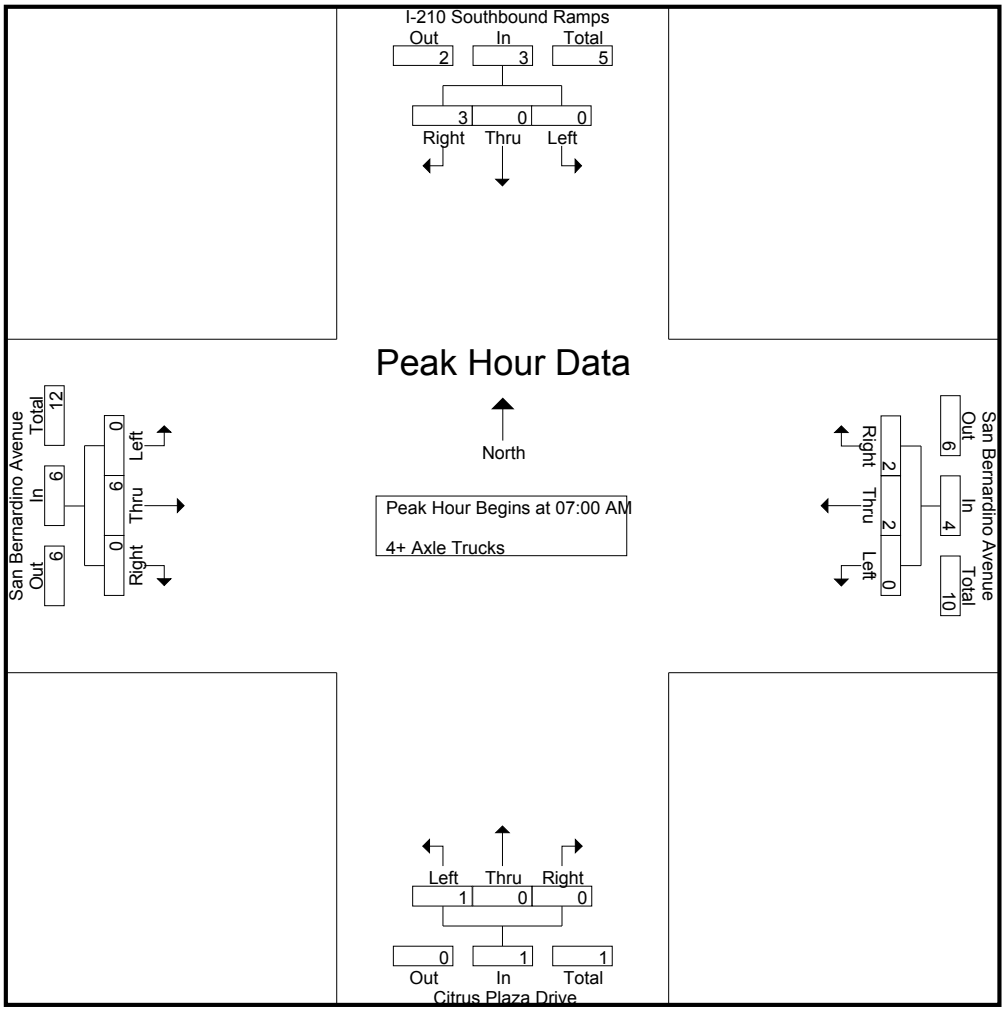
City of Highlands
N/S: I-210 SB Ramps/Citrus Plaza Drive
E/W: San Bernardino Avenue
Weather: Clear

File Name : 12_HLD_210S_Citrus_San Bern AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	**3**	0	**3**
+15 mins.	0	0	**1**	**1**	0	0	1	1	**1**	0	0	**1**	0	2	0	2
+30 mins.	0	0	1	1	0	**1**	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	3	3	0	2	2	4	1	0	0	1	0	6	0	6
% App. Total	0	0	100		0	50	50		100	0	0		0	100	0	
PHF	.000	.000	.750	.750	.000	.500	.500	1.000	.250	.000	.000	.250	.000	.500	.000	.500

Counts Unlimited
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City of Highlands
N/S: I-210 SB Ramps/Citrus Plaza Drive
E/W: San Bernardino Avenue
Weather: Clear

File Name : 12_HLD_210S_Citrus_San Bern PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

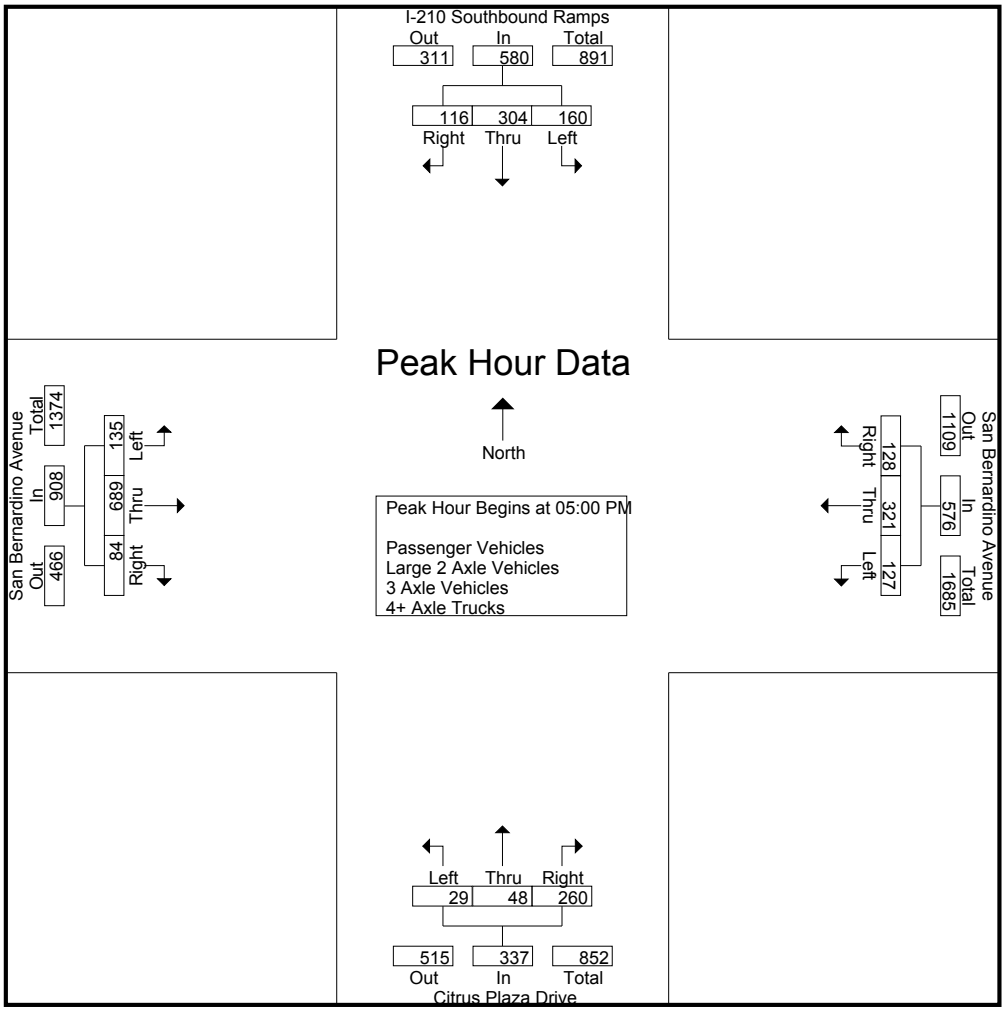
	I-210 Southbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	53	66	42	161	40	60	33	133	5	10	63	78	25	137	10	172	544
04:15 PM	49	79	29	157	31	37	24	92	5	21	71	97	23	149	20	192	538
04:30 PM	53	57	26	136	31	75	38	144	4	17	73	94	32	167	24	223	597
04:45 PM	34	45	39	118	28	65	31	124	6	16	70	92	30	171	14	215	549
Total	189	247	136	572	130	237	126	493	20	64	277	361	110	624	68	802	2228
05:00 PM	35	75	31	141	31	65	36	132	7	7	65	79	24	196	18	238	590
05:15 PM	38	89	32	159	27	75	32	134	9	15	67	91	49	173	21	243	627
05:30 PM	46	67	19	132	34	90	36	160	3	18	69	90	31	177	22	230	612
05:45 PM	41	73	34	148	35	91	24	150	10	8	59	77	31	143	23	197	572
Total	160	304	116	580	127	321	128	576	29	48	260	337	135	689	84	908	2401
Grand Total	349	551	252	1152	257	558	254	1069	49	112	537	698	245	1313	152	1710	4629
Apprch %	30.3	47.8	21.9		24	52.2	23.8		7	16	76.9		14.3	76.8	8.9		
Total %	7.5	11.9	5.4	24.9	5.6	12.1	5.5	23.1	1.1	2.4	11.6	15.1	5.3	28.4	3.3	36.9	
Passenger Vehicles	337	546	244	1127	255	531	245	1031	49	111	533	693	233	1296	152	1681	4532
% Passenger Vehicles	96.6	99.1	96.8	97.8	99.2	95.2	96.5	96.4	100	99.1	99.3	99.3	95.1	98.7	100	98.3	97.9
Large 2 Axle Vehicles	7	4	6	17	0	14	7	21	0	0	3	3	2	14	0	16	57
% Large 2 Axle Vehicles	2	0.7	2.4	1.5	0	2.5	2.8	2	0	0	0.6	0.4	0.8	1.1	0	0.9	1.2
3 Axle Vehicles	4	1	0	5	1	2	0	3	0	1	1	2	2	0	0	2	12
% 3 Axle Vehicles	1.1	0.2	0	0.4	0.4	0.4	0	0.3	0	0.9	0.2	0.3	0.8	0	0	0.1	0.3
4+ Axle Trucks	1	0	2	3	1	11	2	14	0	0	0	0	8	3	0	11	28
% 4+ Axle Trucks	0.3	0	0.8	0.3	0.4	2	0.8	1.3	0	0	0	0	3.3	0.2	0	0.6	0.6

	I-210 Southbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	35	75	31	141	31	65	**36**	132	7	7	65	79	24	**196**	18	238	590
05:15 PM	38	**89**	32	**159**	27	75	32	134	9	15	67	**91**	**49**	173	21	**243**	**627**
05:30 PM	**46**	67	19	132	34	90	36	**160**	3	**18**	**69**	90	31	177	22	230	612
05:45 PM	41	73	**34**	148	**35**	**91**	24	150	**10**	8	59	77	31	143	**23**	197	572
Total Volume	160	304	116	580	127	321	128	576	29	48	260	337	135	689	84	908	2401
% App. Total	27.6	52.4	20		22	55.7	22.2		8.6	14.2	77.2		14.9	75.9	9.3		
PHF	.870	.854	.853	.912	.907	.882	.889	.900	.725	.667	.942	.926	.689	.879	.913	.934	.957

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

City of Highlands
N/S: I-210 SB Ramps/Citrus Plaza Drive
E/W: San Bernardino Avenue
Weather: Clear

File Name : 12_HLD_210S_Citrus_San Bern PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:15 PM				04:45 PM			
+0 mins.	35	75	31	141	31	65	**36**	132	5	**21**	71	**97**	30	171	14	215
+15 mins.	38	**89**	32	**159**	27	75	32	134	4	17	**73**	94	24	**196**	18	238
+30 mins.	**46**	67	19	132	34	90	36	**160**	6	16	70	92	**49**	173	21	**243**
+45 mins.	41	73	**34**	148	**35**	**91**	24	150	**7**	7	65	79	31	177	**22**	230
Total Volume	160	304	116	580	127	321	128	576	22	61	279	362	134	717	75	926
% App. Total	27.6	52.4	20		22	55.7	22.2		6.1	16.9	77.1		14.5	77.4	8.1	
PHF	.870	.854	.853	.912	.907	.882	.889	.900	.786	.726	.955	.933	.684	.915	.852	.953

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City of Highlands
N/S: I-210 SB Ramps/Citrus Plaza Drive
E/W: San Bernardino Avenue
Weather: Clear

File Name : 12_HLD_210S_Citrus_San Bern PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Passenger Vehicles

	I-210 Southbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	50	66	39	155	39	52	30	121	5	10	61	76	25	131	10	166	518
04:15 PM	49	76	29	154	31	35	24	90	5	21	71	97	21	148	20	189	530
04:30 PM	51	57	26	134	31	68	36	135	4	17	73	94	30	165	24	219	582
04:45 PM	33	45	36	114	28	63	31	122	6	16	70	92	28	169	14	211	539
Total	183	244	130	557	129	218	121	468	20	64	275	359	104	613	68	785	2169
05:00 PM	35	75	31	141	30	64	36	130	7	7	64	78	21	195	18	234	583
05:15 PM	36	88	32	156	27	73	30	130	9	15	66	90	48	172	21	241	617
05:30 PM	46	66	19	131	34	87	34	155	3	17	69	89	29	175	22	226	601
05:45 PM	37	73	32	142	35	89	24	148	10	8	59	77	31	141	23	195	562
Total	154	302	114	570	126	313	124	563	29	47	258	334	129	683	84	896	2363
Grand Total	337	546	244	1127	255	531	245	1031	49	111	533	693	233	1296	152	1681	4532
Apprch %	29.9	48.4	21.7		24.7	51.5	23.8		7.1	16	76.9		13.9	77.1	9		
Total %	7.4	12	5.4	24.9	5.6	11.7	5.4	22.7	1.1	2.4	11.8	15.3	5.1	28.6	3.4	37.1	

	I-210 Southbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	35	75	31	141	30	64	**36**	130	7	7	64	78	21	**195**	18	234	583
05:15 PM	36	**88**	**32**	**156**	27	73	30	130	9	15	66	**90**	**48**	172	21	**241**	**617**
05:30 PM	**46**	66	19	131	34	87	34	**155**	3	**17**	**69**	89	29	175	22	226	601
05:45 PM	37	73	32	142	**35**	**89**	24	148	**10**	8	59	77	31	141	**23**	195	562
Total Volume	154	302	114	570	126	313	124	563	29	47	258	334	129	683	84	896	2363
% App. Total	27	53	20		22.4	55.6	22		8.7	14.1	77.2		14.4	76.2	9.4		
PHF	.837	.858	.891	.913	.900	.879	.861	.908	.725	.691	.935	.928	.672	.876	.913	.929	.957

Counts Unlimited
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City of Highlands
N/S: I-210 SB Ramps/Citrus Plaza Drive
E/W: San Bernardino Avenue
Weather: Clear

File Name : 12_HLD_210S_Citrus_San Bern PM
Site Code : 06718128
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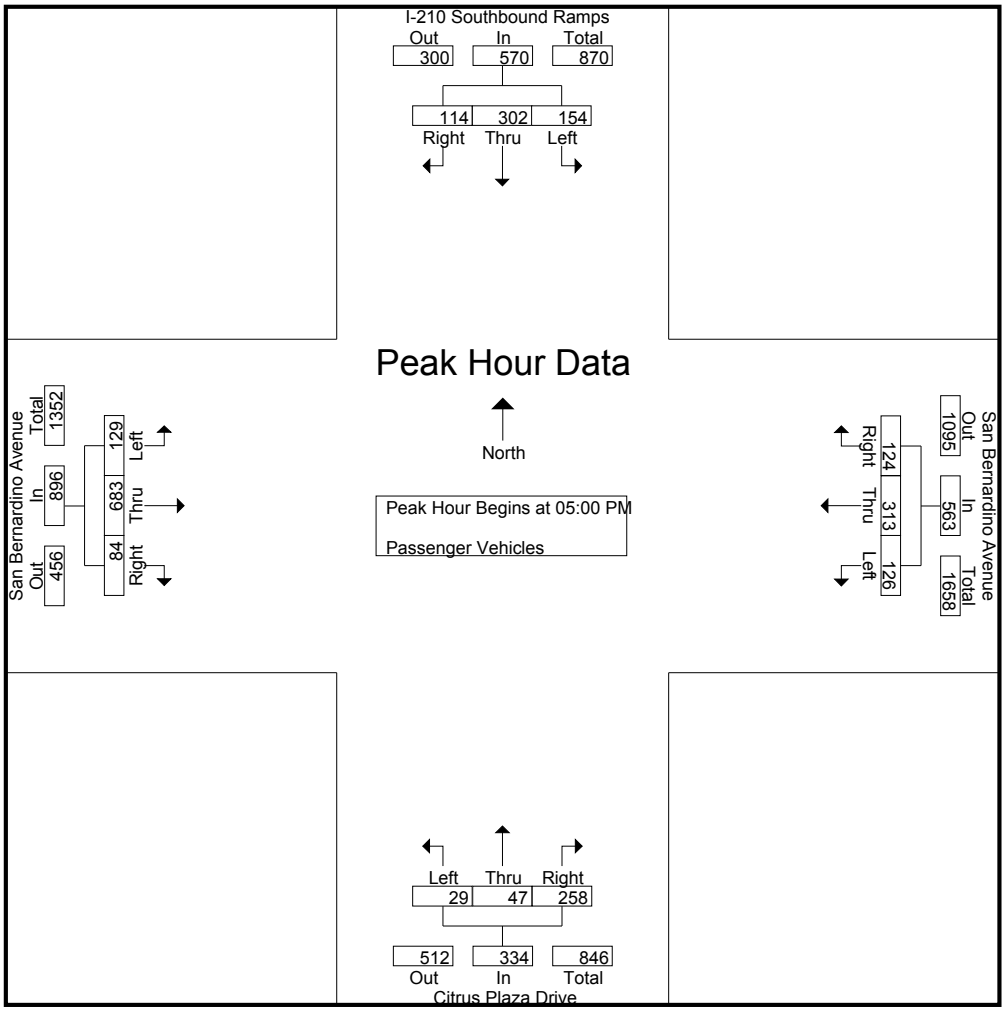
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	35	75	31	141	30	64	**36**	130	7	7	64	78	21	**195**	18	234
+15 mins.	36	**88**	**32**	**156**	27	73	30	130	9	15	66	**90**	**48**	172	21	**241**
+30 mins.	**46**	66	19	131	34	87	34	**155**	3	**17**	**69**	89	29	175	22	226
+45 mins.	37	73	32	142	**35**	**89**	24	148	**10**	8	59	77	31	141	**23**	195
Total Volume	154	302	114	570	126	313	124	563	29	47	258	334	129	683	84	896
% App. Total	27	53	20		22.4	55.6	22		8.7	14.1	77.2		14.4	76.2	9.4	
PHF	.837	.858	.891	.913	.900	.879	.861	.908	.725	.691	.935	.928	.672	.876	.913	.929

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City of Highlands
N/S: I-210 SB Ramps/Citrus Plaza Drive
E/W: San Bernardino Avenue
Weather: Clear

File Name : 12_HLD_210S_Citrus_San Bern PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	I-210 Southbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	2	3	0	5	3	8	0	0	1	1	0	6	0	6	18
04:15 PM	0	3	0	3	0	0	0	0	0	0	0	0	1	1	0	2	5
04:30 PM	2	0	0	2	0	2	2	4	0	0	0	0	0	2	0	2	8
04:45 PM	1	0	2	3	0	1	0	1	0	0	0	0	0	1	0	1	5
Total	4	3	4	11	0	8	5	13	0	0	1	1	1	10	0	11	36
05:00 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
05:15 PM	0	1	0	1	0	1	1	2	0	0	1	1	0	0	0	0	4
05:30 PM	0	0	0	0	0	3	1	4	0	0	0	0	1	2	0	3	7
05:45 PM	3	0	2	5	0	1	0	1	0	0	0	0	0	2	0	2	8
Total	3	1	2	6	0	6	2	8	0	0	2	2	1	4	0	5	21
Grand Total	7	4	6	17	0	14	7	21	0	0	3	3	2	14	0	16	57
Apprch %	41.2	23.5	35.3		0	66.7	33.3		0	0	100		12.5	87.5	0		
Total %	12.3	7	10.5	29.8	0	24.6	12.3	36.8	0	0	5.3	5.3	3.5	24.6	0	28.1	

	I-210 Southbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	1	0	1	0	0	**1**	**1**	0	0	0	0	2
05:15 PM	0	**1**	0	1	0	1	**1**	2	0	0	1	1	0	0	0	0	4
05:30 PM	0	0	0	0	0	**3**	1	**4**	0	0	0	0	**1**	**2**	0	**3**	7
05:45 PM	**3**	0	**2**	**5**	0	1	0	1	0	0	0	0	0	2	0	2	**8**
Total Volume	3	1	2	6	0	6	2	8	0	0	2	2	1	4	0	5	21
% App. Total	50	16.7	33.3		0	75	25		0	0	100		20	80	0		
PHF	.250	.250	.250	.300	.000	.500	.500	.500	.000	.000	.500	.500	.250	.500	.000	.417	.656

Counts Unlimited
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City of Highlands
N/S: I-210 SB Ramps/Citrus Plaza Drive
E/W: San Bernardino Avenue
Weather: Clear

File Name : 12_HLD_210S_Citrus_San Bern PM
Site Code : 06718128
Start Date : 2/21/2018
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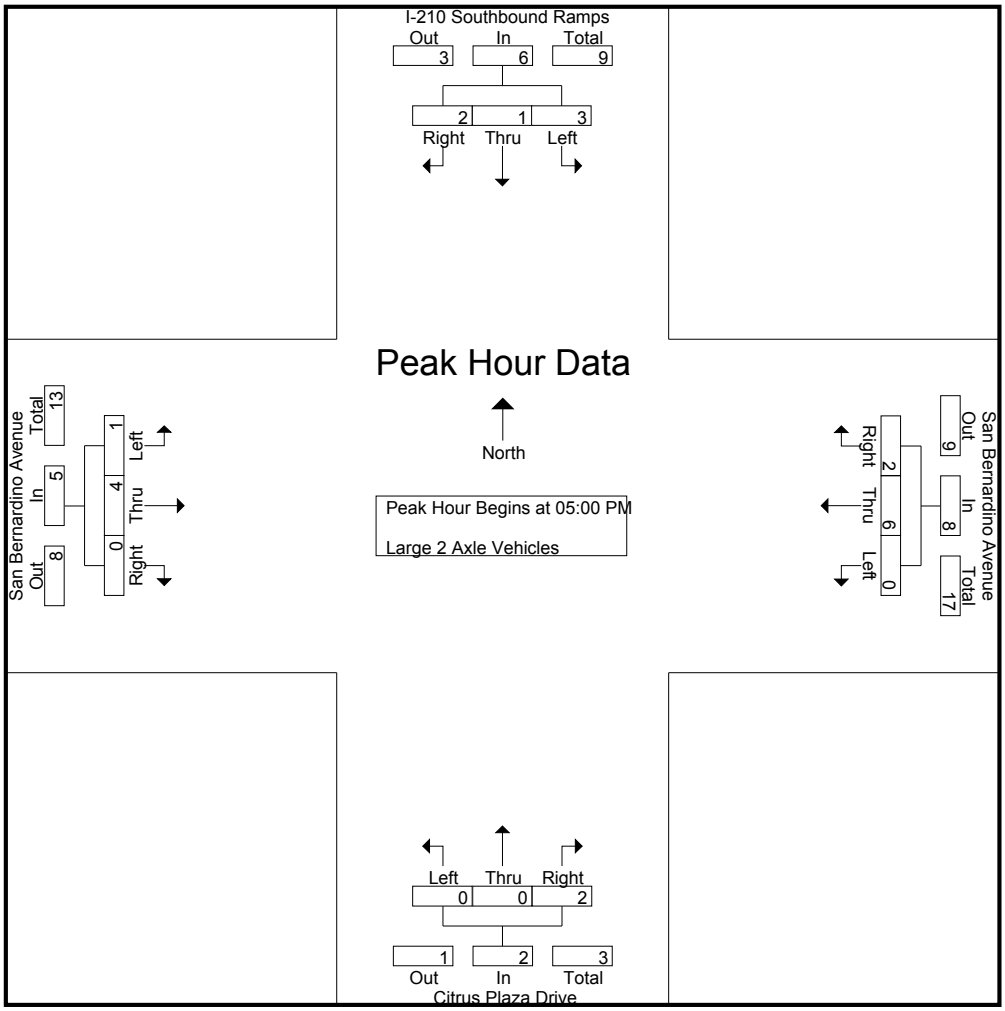

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	**1**	**1**	0	0	0	0
+15 mins.	0	**1**	0	1	0	1	**1**	2	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	0	**3**	1	**4**	0	0	0	0	**1**	**2**	0	**3**
+45 mins.	**3**	0	**2**	**5**	0	1	0	1	0	0	0	0	0	2	0	2
Total Volume	3	1	2	6	0	6	2	8	0	0	2	2	1	4	0	5
% App. Total	50	16.7	33.3		0	75	25		0	0	100		20	80	0	
PHF	.250	.250	.250	.300	.000	.500	.500	.500	.000	.000	.500	.500	.250	.500	.000	.417

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City of Highlands
N/S: I-210 SB Ramps/Citrus Plaza Drive
E/W: San Bernardino Avenue
Weather: Clear

File Name : 12_HLD_210S_Citrus_San Bern PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- 3 Axle Vehicles

	I-210 Southbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	1	1	0	2	0	0	1	1	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	1	2	0	3	0	0	1	1	1	0	0	1	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	1	0	4	0	0	0	0	0	1	0	1	1	0	0	1	6
Grand Total	4	1	0	5	1	2	0	3	0	1	1	2	2	0	0	2	12
Apprch %	80	20	0		33.3	66.7	0		0	50	50		100	0	0		
Total %	33.3	8.3	0	41.7	8.3	16.7	0	25	0	8.3	8.3	16.7	16.7	0	0	16.7	

	I-210 Southbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
05:15 PM	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
05:30 PM	0	**1**	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0	2
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	3	1	0	4	0	0	0	0	0	1	0	1	1	0	0	1	6
% App. Total	75	25	0		0	0	0		0	100	0		100	0	0		
PHF	.375	.250	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.750

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City of Highlands
N/S: I-210 SB Ramps/Citrus Plaza Drive
E/W: San Bernardino Avenue
Weather: Clear

File Name : 12_HLD_210S_Citrus_San Bern PM
Site Code : 06718128
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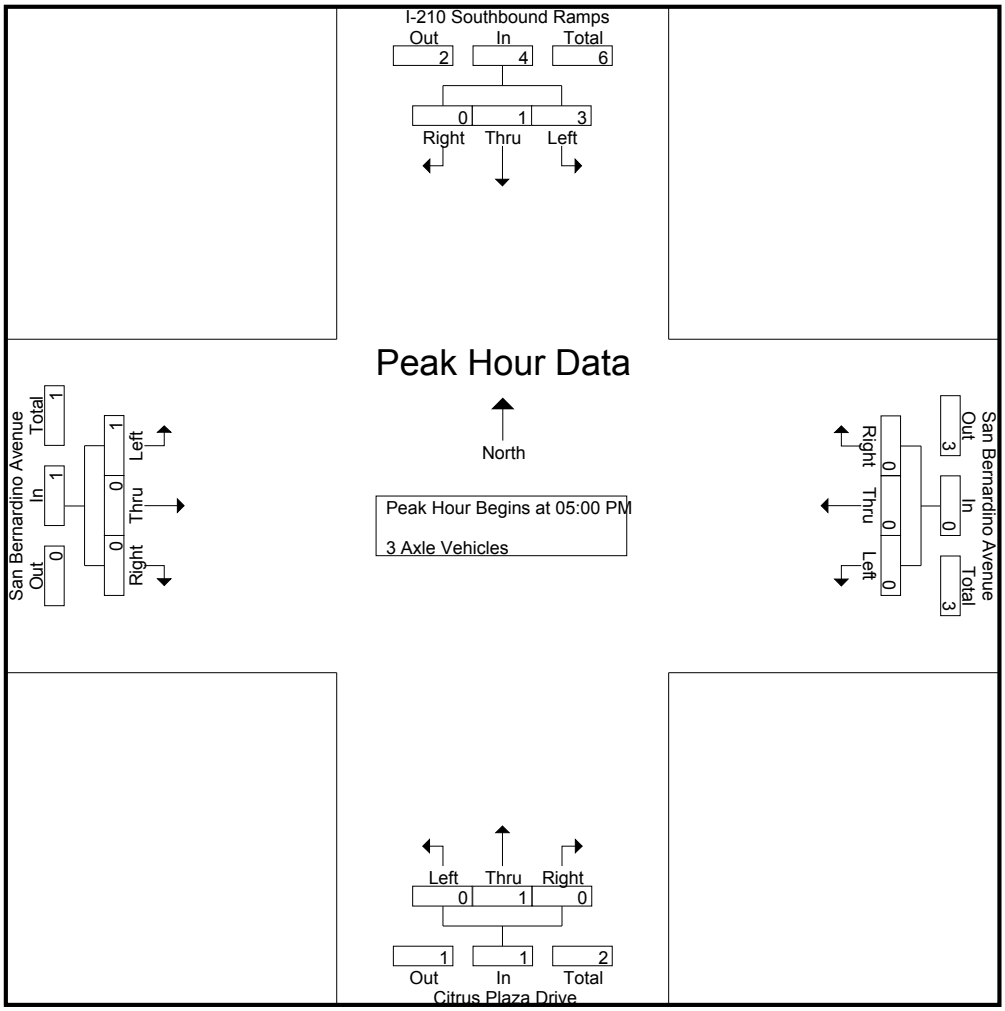

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**
+15 mins.	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	3	1	0	4	0	0	0	0	0	1	0	1	1	0	0	1
% App. Total	75	25	0		0	0	0		0	100	0		100	0	0	
PHF	.375	.250	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250

Counts Unlimited
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City of Highlands
N/S: I-210 SB Ramps/Citrus Plaza Drive
E/W: San Bernardino Avenue
Weather: Clear

File Name : 12_HLD_210S_Citrus_San Bern PM
Site Code : 06718128
Start Date : 2/21/2018
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Groups Printed- 4+ Axle Trucks

	I-210 Southbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	1	2	0	2	0	2	0	0	0	0	0	0	0	0	4
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	2	0	0	2	6
04:45 PM	0	0	1	1	0	1	0	1	0	0	0	0	2	1	0	3	5
Total	1	0	2	3	0	9	0	9	0	0	0	0	4	1	0	5	17
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	1	0	3	4
05:15 PM	0	0	0	0	0	1	1	2	0	0	0	0	1	1	0	2	4
05:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	1	2
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	2	2	5	0	0	0	0	4	2	0	6	11
Grand Total	1	0	2	3	1	11	2	14	0	0	0	0	8	3	0	11	28
Apprch %	33.3	0	66.7		7.1	78.6	14.3		0	0	0		72.7	27.3	0		
Total %	3.6	0	7.1	10.7	3.6	39.3	7.1	50	0	0	0	0	28.6	10.7	0	39.3	

	I-210 Southbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	**1**	0	0	1	0	0	0	0	**2**	**1**	0	**3**	**4**
05:15 PM	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	1	1	0	2	4
05:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	1	2
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	1	2	2	5	0	0	0	0	4	2	0	6	11
% App. Total	0	0	0		20	40	40		0	0	0		66.7	33.3	0		
PHF	.000	.000	.000	.000	.250	.500	.500	.625	.000	.000	.000	.000	.500	.500	.000	.500	.688

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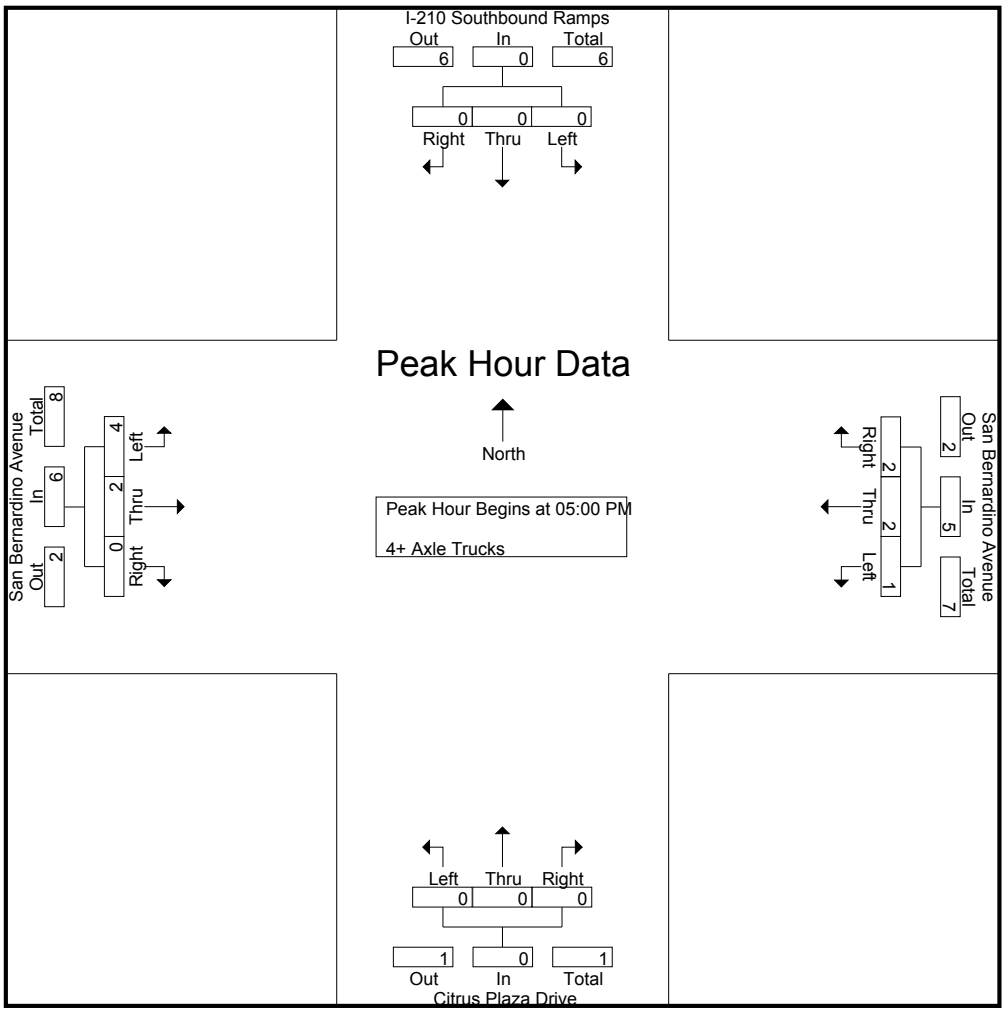
City of Highlands
N/S: I-210 SB Ramps/Citrus Plaza Drive
E/W: San Bernardino Avenue
Weather: Clear

File Name : 12_HLD_210S_Citrus_San Bern PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	**1**	0	0	1	0	0	0	0	**2**	**1**	0	**3**
+15 mins.	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	1	1	0	2
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	2	2	5	0	0	0	0	4	2	0	6
% App. Total	0	0	0		20	40	40		0	0	0		66.7	33.3	0	
PHF	.000	.000	.000	.000	.250	.500	.500	.625	.000	.000	.000	.000	.500	.500	.000	.500

Counts Unlimited
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City of Highlands
N/S: I-210 NB Ramps/Tennessee Street
E/W: San Bernardino Avenue
Weather: Clear

File Name : 13_HLD_210N_Tenn_San Bern AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-210 Northbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	52	1	27	80	5	153	69	227	8	68	9	85	23	113	18	154	546
07:15 AM	29	3	40	72	11	145	84	240	14	78	6	98	20	88	28	136	546
07:30 AM	29	1	28	58	9	148	73	230	13	77	1	91	24	52	32	108	487
07:45 AM	34	4	29	67	7	145	78	230	14	86	5	105	28	37	48	113	515
Total	144	9	124	277	32	591	304	927	49	309	21	379	95	290	126	511	2094
08:00 AM	17	2	24	43	3	116	65	184	8	90	2	100	30	35	26	91	418
08:15 AM	26	6	23	55	2	101	46	149	5	90	5	100	26	53	24	103	407
08:30 AM	25	6	25	56	3	104	58	165	8	55	5	68	30	42	33	105	394
08:45 AM	17	4	16	37	10	87	31	128	7	79	4	90	31	38	37	106	361
Total	85	18	88	191	18	408	200	626	28	314	16	358	117	168	120	405	1580
Grand Total	229	27	212	468	50	999	504	1553	77	623	37	737	212	458	246	916	3674
Apprch %	48.9	5.8	45.3		3.2	64.3	32.5		10.4	84.5	5		23.1	50	26.9		
Total %	6.2	0.7	5.8	12.7	1.4	27.2	13.7	42.3	2.1	17	1	20.1	5.8	12.5	6.7	24.9	
Passenger Vehicles	218	25	193	436	50	986	499	1535	75	605	36	716	200	446	242	888	3575
% Passenger Vehicles	95.2	92.6	91	93.2	100	98.7	99	98.8	97.4	97.1	97.3	97.2	94.3	97.4	98.4	96.9	97.3
Large 2 Axle Vehicles	5	1	8	14	0	8	4	12	0	15	1	16	4	12	4	20	62
% Large 2 Axle Vehicles	2.2	3.7	3.8	3	0	0.8	0.8	0.8	0	2.4	2.7	2.2	1.9	2.6	1.6	2.2	1.7
3 Axle Vehicles	1	0	3	4	0	1	1	2	0	1	0	1	1	0	0	1	8
% 3 Axle Vehicles	0.4	0	1.4	0.9	0	0.1	0.2	0.1	0	0.2	0	0.1	0.5	0	0	0.1	0.2
4+ Axle Trucks	5	1	8	14	0	4	0	4	2	2	0	4	7	0	0	7	29
% 4+ Axle Trucks	2.2	3.7	3.8	3	0	0.4	0	0.3	2.6	0.3	0	0.5	3.3	0	0	0.8	0.8

	I-210 Northbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**52**	1	27	**80**	5	**153**	69	227	8	68	**9**	85	23	**113**	18	**154**	**546**
07:15 AM	29	3	**40**	72	**11**	145	**84**	**240**	**14**	78	6	98	20	88	28	136	546
07:30 AM	29	1	28	58	9	148	73	230	13	77	1	91	24	52	32	108	487
07:45 AM	34	**4**	29	67	7	145	78	230	14	**86**	5	**105**	**28**	37	**48**	113	515
Total Volume	144	9	124	277	32	591	304	927	49	309	21	379	95	290	126	511	2094
% App. Total	52	3.2	44.8		3.5	63.8	32.8		12.9	81.5	5.5		18.6	56.8	24.7		
PHF	.692	.563	.775	.866	.727	.966	.905	.966	.875	.898	.583	.902	.848	.642	.656	.830	.959

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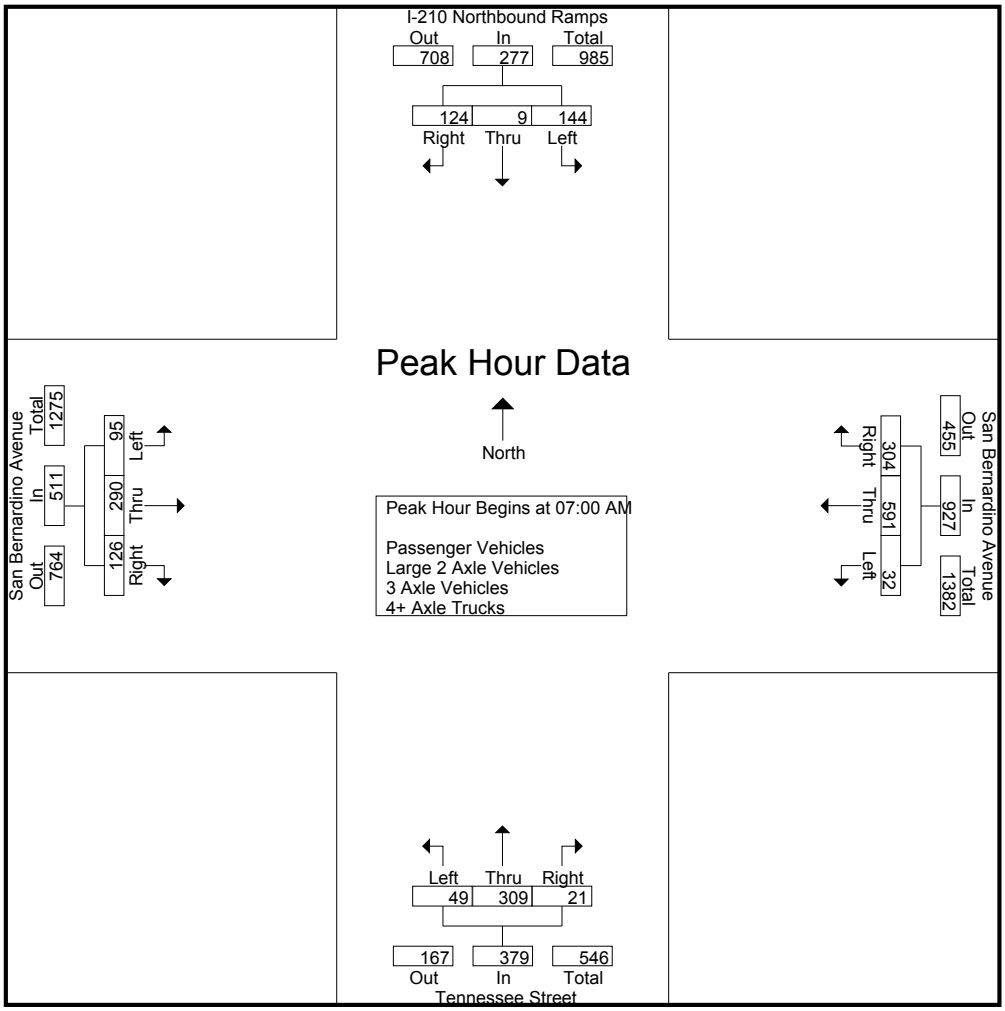
City of Highlands
N/S: I-210 NB Ramps/Tennessee Street
E/W: San Bernardino Avenue
Weather: Clear

File Name : 13_HLD_210N_Tenn_San Bern AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:30 AM				07:00 AM			
+0 mins.	**52**	1	27	**80**	5	**153**	69	227	13	77	1	91	23	**113**	18	**154**
+15 mins.	29	3	**40**	72	**11**	145	**84**	**240**	**14**	86	**5**	**105**	20	88	28	136
+30 mins.	29	1	28	58	9	148	73	230	8	**90**	2	100	24	52	32	108
+45 mins.	34	**4**	29	67	7	145	78	230	5	90	5	100	**28**	37	**48**	113
Total Volume	144	9	124	277	32	591	304	927	40	343	13	396	95	290	126	511
% App. Total	52	3.2	44.8		3.5	63.8	32.8		10.1	86.6	3.3		18.6	56.8	24.7	
PHF	.692	.563	.775	.866	.727	.966	.905	.966	.714	.953	.650	.943	.848	.642	.656	.830

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City of Highlands
N/S: I-210 NB Ramps/Tennessee Street
E/W: San Bernardino Avenue
Weather: Clear

File Name : 13_HLD_210N_Tenn_San Bern AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Passenger Vehicles

	I-210 Northbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	48	1	26	75	5	152	69	226	7	68	9	84	20	112	18	150	535
07:15 AM	29	3	40	72	11	144	84	239	14	77	6	97	17	86	27	130	538
07:30 AM	29	1	26	56	9	146	71	226	13	75	1	89	22	50	32	104	475
07:45 AM	34	4	26	64	7	145	78	230	14	85	5	104	27	35	47	109	507
Total	140	9	118	267	32	587	302	921	48	305	21	374	86	283	124	493	2055
08:00 AM	17	2	21	40	3	114	64	181	7	87	2	96	30	34	25	89	406
08:15 AM	25	5	18	48	2	98	44	144	5	84	5	94	26	52	24	102	388
08:30 AM	22	5	22	49	3	102	58	163	8	51	5	64	28	40	32	100	376
08:45 AM	14	4	14	32	10	85	31	126	7	78	3	88	30	37	37	104	350
Total	78	16	75	169	18	399	197	614	27	300	15	342	114	163	118	395	1520
Grand Total	218	25	193	436	50	986	499	1535	75	605	36	716	200	446	242	888	3575
Apprch %	50	5.7	44.3		3.3	64.2	32.5		10.5	84.5	5		22.5	50.2	27.3		
Total %	6.1	0.7	5.4	12.2	1.4	27.6	14	42.9	2.1	16.9	1	20	5.6	12.5	6.8	24.8	

	I-210 Northbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**48**	1	26	**75**	5	**152**	69	226	7	68	**9**	84	20	**112**	18	**150**	535
07:15 AM	29	3	**40**	72	**11**	144	**84**	**239**	**14**	77	6	97	17	86	27	130	**538**
07:30 AM	29	1	26	56	9	146	71	226	13	75	1	89	22	50	32	104	475
07:45 AM	34	**4**	26	64	7	145	78	230	14	**85**	5	**104**	**27**	35	**47**	109	507
Total Volume	140	9	118	267	32	587	302	921	48	305	21	374	86	283	124	493	2055
% App. Total	52.4	3.4	44.2		3.5	63.7	32.8		12.8	81.6	5.6		17.4	57.4	25.2		
PHF	.729	.563	.738	.890	.727	.965	.899	.963	.857	.897	.583	.899	.796	.632	.660	.822	.955

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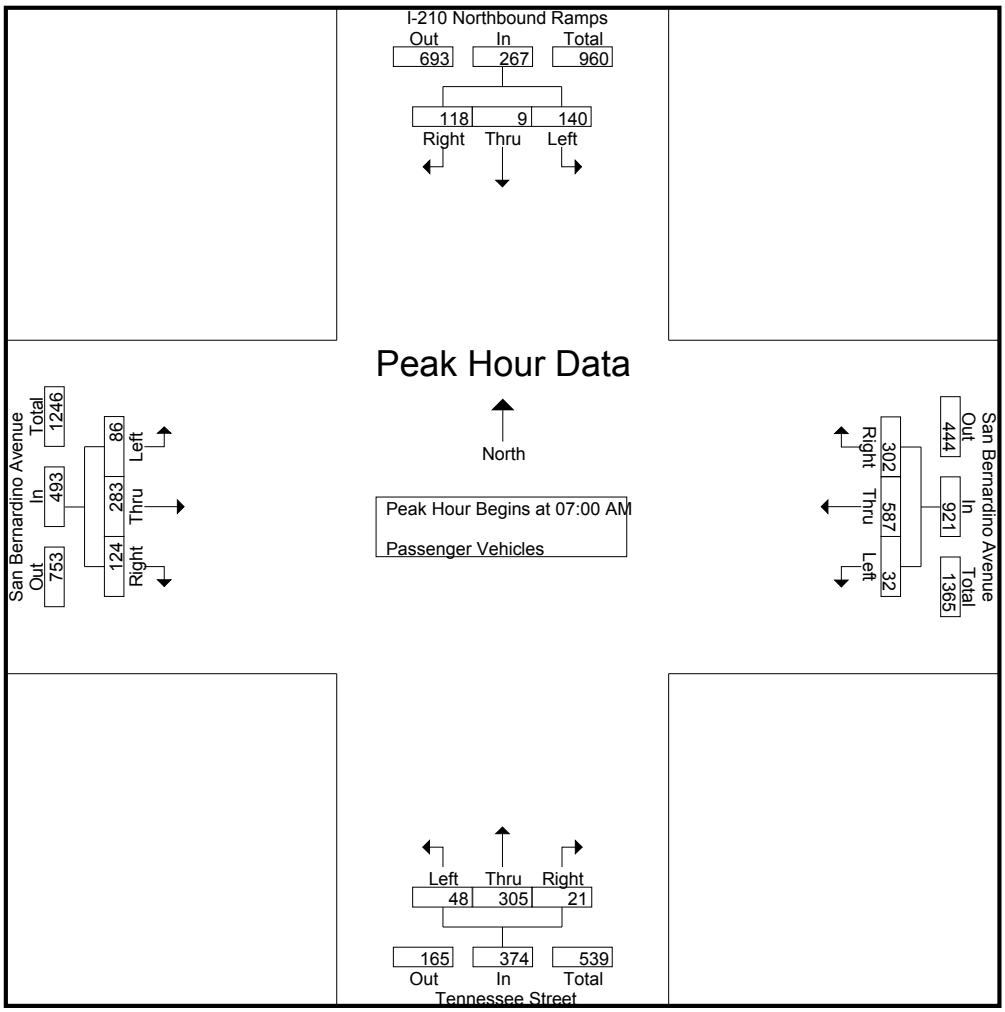
City of Highlands
N/S: I-210 NB Ramps/Tennessee Street
E/W: San Bernardino Avenue
Weather: Clear

File Name : 13_HLD_210N_Tenn_San Bern AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**48**	1	26	**75**	5	**152**	69	226	7	68	**9**	84	20	**112**	18	**150**
+15 mins.	29	3	**40**	72	**11**	144	**84**	**239**	**14**	77	6	97	17	86	27	130
+30 mins.	29	1	26	56	9	146	71	226	13	75	1	89	22	50	32	104
+45 mins.	34	**4**	26	64	7	145	78	230	14	**85**	5	**104**	**27**	35	**47**	109
Total Volume	140	9	118	267	32	587	302	921	48	305	21	374	86	283	124	493
% App. Total	52.4	3.4	44.2		3.5	63.7	32.8		12.8	81.6	5.6		17.4	57.4	25.2	
PHF	.729	.563	.738	.890	.727	.965	.899	.963	.857	.897	.583	.899	.796	.632	.660	.822

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City of Highlands
N/S: I-210 NB Ramps/Tennessee Street
E/W: San Bernardino Avenue
Weather: Clear

File Name : 13_HLD_210N_Tenn_San Bern AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	I-210 Northbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	1	3	0	1	0	1	0	0	0	0	0	1	0	1	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	4	4
07:30 AM	0	0	1	1	0	2	1	3	0	2	0	2	1	2	0	3	9
07:45 AM	0	0	1	1	0	0	0	0	0	1	0	1	1	2	1	4	6
Total	2	0	3	5	0	3	1	4	0	3	0	3	3	7	2	12	24
08:00 AM	0	0	1	1	0	1	1	2	0	2	0	2	0	1	1	2	7
08:15 AM	0	0	1	1	0	2	2	4	0	6	0	6	0	1	0	1	12
08:30 AM	2	1	2	5	0	1	0	1	0	3	0	3	1	2	1	4	13
08:45 AM	1	0	1	2	0	1	0	1	0	1	1	2	0	1	0	1	6
Total	3	1	5	9	0	5	3	8	0	12	1	13	1	5	2	8	38
Grand Total	5	1	8	14	0	8	4	12	0	15	1	16	4	12	4	20	62
Apprch %	35.7	7.1	57.1		0	66.7	33.3		0	93.8	6.2		20	60	20		
Total %	8.1	1.6	12.9	22.6	0	12.9	6.5	19.4	0	24.2	1.6	25.8	6.5	19.4	6.5	32.3	

	I-210 Northbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**2**	0	**1**	**3**	0	1	0	1	0	0	0	0	0	1	0	1	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**2**	**1**	**4**	4
07:30 AM	0	0	1	1	0	**2**	**1**	**3**	0	**2**	0	**2**	1	2	0	3	**9**
07:45 AM	0	0	1	1	0	0	0	0	0	1	0	1	1	2	1	4	6
Total Volume	2	0	3	5	0	3	1	4	0	3	0	3	3	7	2	12	24
% App. Total	40	0	60		0	75	25		0	100	0		25	58.3	16.7		
PHF	.250	.000	.750	.417	.000	.375	.250	.333	.000	.375	.000	.375	.750	.875	.500	.750	.667

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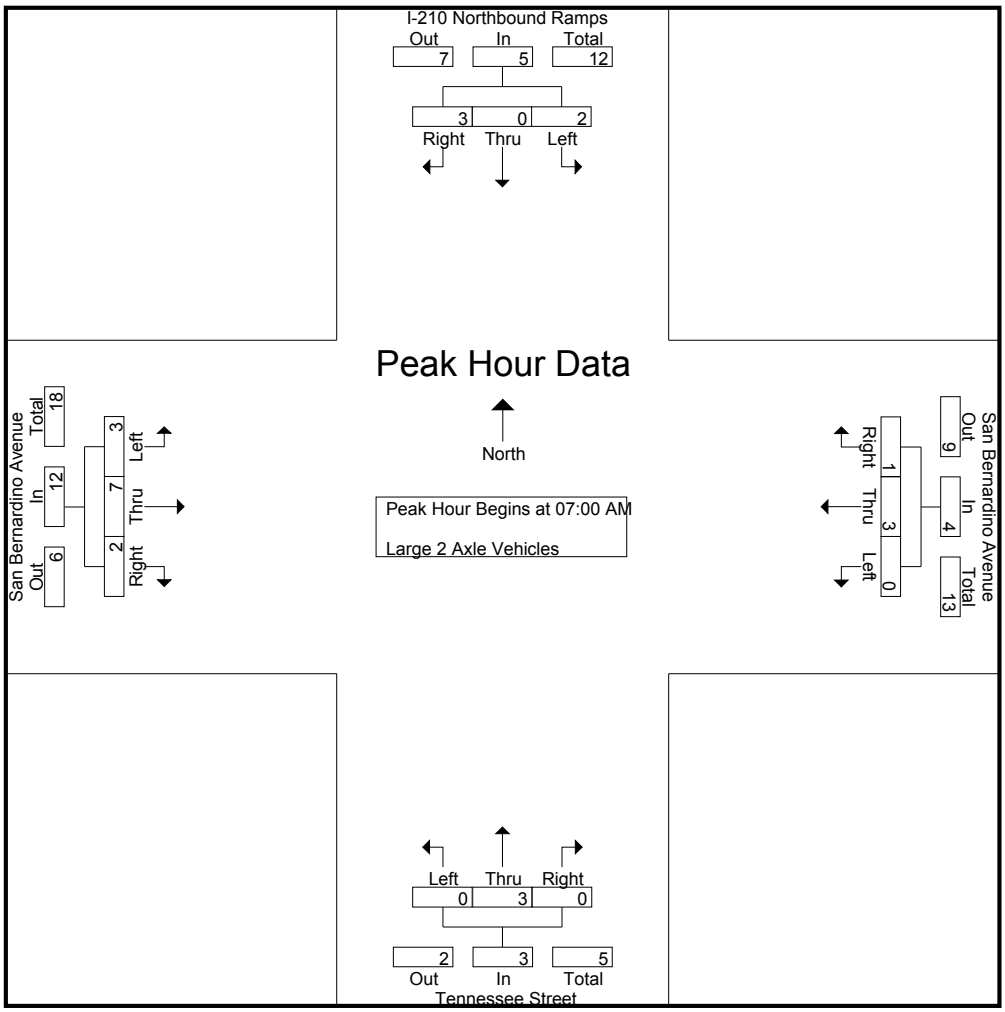
City of Highlands
N/S: I-210 NB Ramps/Tennessee Street
E/W: San Bernardino Avenue
Weather: Clear

File Name : 13_HLD_210N_Tenn_San Bern AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**2**	0	**1**	**3**	0	1	0	1	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**2**	**1**	**4**
+30 mins.	0	0	1	1	0	**2**	**1**	**3**	0	**2**	0	**2**	1	2	0	3
+45 mins.	0	0	1	1	0	0	0	0	0	1	0	1	1	2	1	4
Total Volume	2	0	3	5	0	3	1	4	0	3	0	3	3	7	2	12
% App. Total	40	0	60		0	75	25		0	100	0		25	58.3	16.7	
PHF	.250	.000	.750	.417	.000	.375	.250	.333	.000	.375	.000	.375	.750	.875	.500	.750

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City of Highlands
N/S: I-210 NB Ramps/Tennessee Street
E/W: San Bernardino Avenue
Weather: Clear

File Name : 13_HLD_210N_Tenn_San Bern AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- 3 Axle Vehicles

	I-210 Northbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	1	0	3	4	0	1	0	1	0	1	0	1	1	0	0	1	7
Grand Total	1	0	3	4	0	1	1	2	0	1	0	1	1	0	0	1	8
Apprch %	25	0	75		0	50	50		0	100	0		100	0	0		
Total %	12.5	0	37.5	50	0	12.5	12.5	25	0	12.5	0	12.5	12.5	0	0	12.5	

	I-210 Northbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**1**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	0	100		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

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City of Highlands
N/S: I-210 NB Ramps/Tennessee Street
E/W: San Bernardino Avenue
Weather: Clear

File Name : 13_HLD_210N_Tenn_San Bern AM
Site Code : 06718128
Start Date : 2/21/2018
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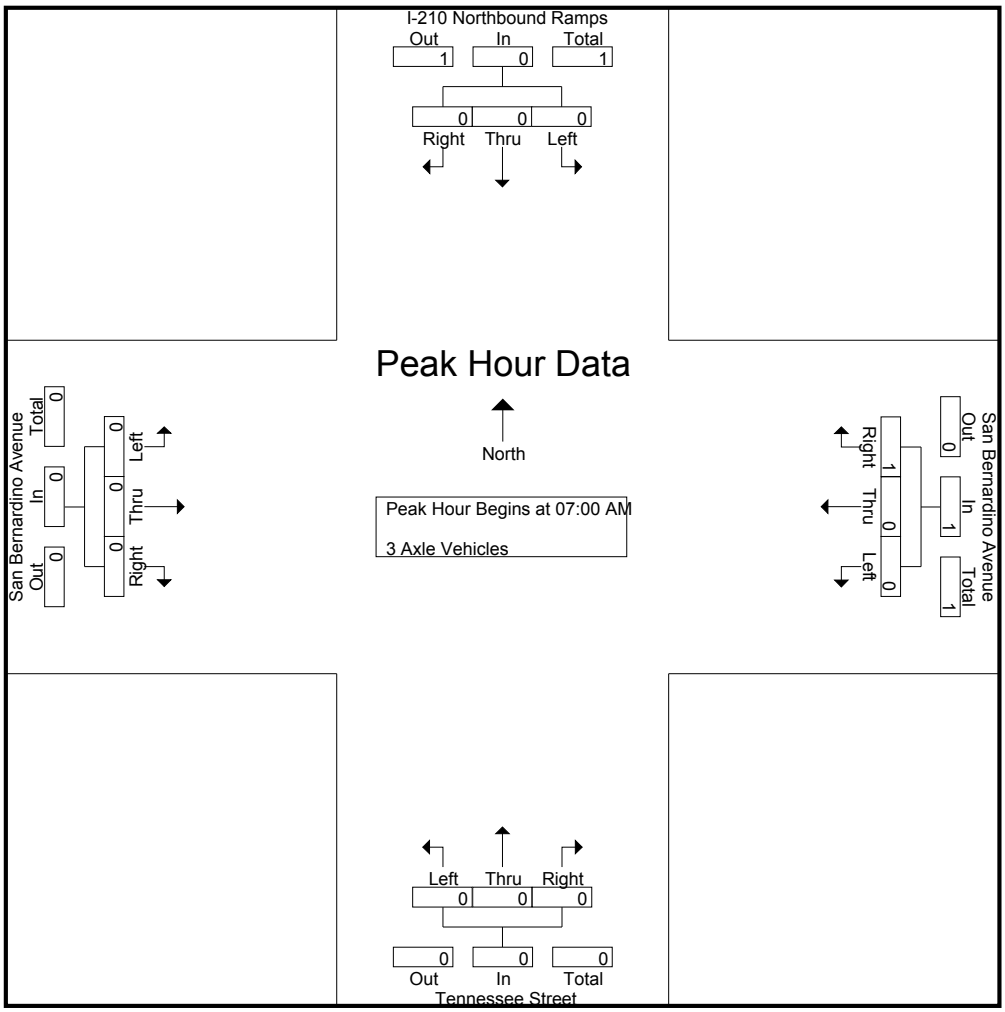

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	100		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000

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City of Highlands
N/S: I-210 NB Ramps/Tennessee Street
E/W: San Bernardino Avenue
Weather: Clear

File Name : 13_HLD_210N_Tenn_San Bern AM
Site Code : 06718128
Start Date : 2/21/2018
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Groups Printed- 4+ Axle Trucks

	I-210 Northbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	0	2	0	0	0	0	1	0	0	1	3	0	0	3	6
07:15 AM	0	0	0	0	0	1	0	1	0	1	0	1	2	0	0	2	4
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
07:45 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	0	3	5	0	1	0	1	1	1	0	2	6	0	0	6	14
08:00 AM	0	0	2	2	0	0	0	0	1	1	0	2	0	0	0	0	4
08:15 AM	1	1	1	3	0	1	0	1	0	0	0	0	0	0	0	0	4
08:30 AM	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0	1	3
08:45 AM	2	0	1	3	0	1	0	1	0	0	0	0	0	0	0	0	4
Total	3	1	5	9	0	3	0	3	1	1	0	2	1	0	0	1	15
Grand Total	5	1	8	14	0	4	0	4	2	2	0	4	7	0	0	7	29
Apprch %	35.7	7.1	57.1		0	100	0		50	50	0		100	0	0		
Total %	17.2	3.4	27.6	48.3	0	13.8	0	13.8	6.9	6.9	0	13.8	24.1	0	0	24.1	

	I-210 Northbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**2**	0	0	**2**	0	0	0	0	**1**	0	0	**1**	**3**	0	0	**3**	**6**
07:15 AM	0	0	0	0	0	**1**	0	**1**	0	**1**	0	1	2	0	0	2	4
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
07:45 AM	0	0	**2**	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	2	0	3	5	0	1	0	1	1	1	0	2	6	0	0	6	14
% App. Total	40	0	60		0	100	0		50	50	0		100	0	0		
PHF	.250	.000	.375	.625	.000	.250	.000	.250	.250	.250	.000	.500	.500	.000	.000	.500	.583

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City of Highlands
N/S: I-210 NB Ramps/Tennessee Street
E/W: San Bernardino Avenue
Weather: Clear

File Name : 13_HLD_210N_Tenn_San Bern AM
Site Code : 06718128
Start Date : 2/21/2018
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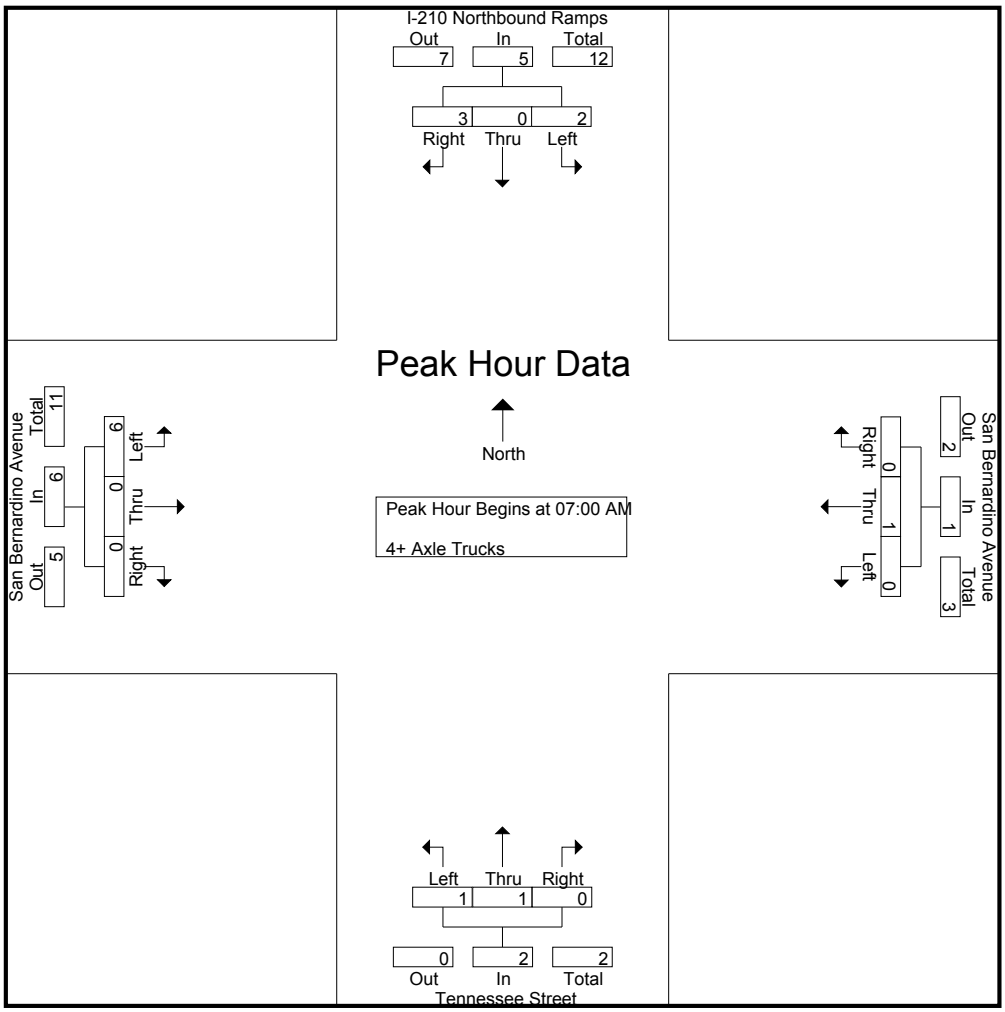

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**2**	0	0	**2**	0	0	0	0	**1**	0	0	**1**	**3**	0	0	**3**
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	**1**	0	1	2	0	0	2
+30 mins.	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	**2**	2	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	3	5	0	1	0	1	1	1	0	2	6	0	0	6
% App. Total	40	0	60		0	100	0		50	50	0		100	0	0	
PHF	.250	.000	.375	.625	.000	.250	.000	.250	.250	.250	.000	.500	.500	.000	.000	.500

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City of Highlands
N/S: I-210 NB Ramps/Tennessee Street
E/W: San Bernardino Avenue
Weather: Clear

File Name : 13_HLD_210N_Tenn_San Bern PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-210 Northbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	44	6	42	92	6	80	40	126	11	122	7	140	90	116	46	252	610
04:15 PM	65	7	29	101	8	48	34	90	15	101	11	127	106	122	35	263	581
04:30 PM	50	2	42	94	7	98	52	157	11	100	15	126	124	139	36	299	676
04:45 PM	56	1	40	97	5	77	29	111	10	99	12	121	97	141	35	273	602
Total	215	16	153	384	26	303	155	484	47	422	45	514	417	518	152	1087	2469
05:00 PM	66	4	38	108	8	87	43	138	15	105	10	130	114	138	39	291	667
05:15 PM	46	4	42	92	4	72	33	109	19	148	14	181	111	132	38	281	663
05:30 PM	67	5	36	108	10	98	45	153	19	112	11	142	111	130	49	290	693
05:45 PM	72	8	50	130	13	75	51	139	24	103	19	146	98	107	37	242	657
Total	251	21	166	438	35	332	172	539	77	468	54	599	434	507	163	1104	2680
Grand Total	466	37	319	822	61	635	327	1023	124	890	99	1113	851	1025	315	2191	5149
Apprch %	56.7	4.5	38.8		6	62.1	32		11.1	80	8.9		38.8	46.8	14.4		
Total %	9.1	0.7	6.2	16	1.2	12.3	6.4	19.9	2.4	17.3	1.9	21.6	16.5	19.9	6.1	42.6	
Passenger Vehicles	459	36	304	799	61	622	324	1007	119	875	97	1091	846	1014	310	2170	5067
% Passenger Vehicles	98.5	97.3	95.3	97.2	100	98	99.1	98.4	96	98.3	98	98	99.4	98.9	98.4	99	98.4
Large 2 Axle Vehicles	4	0	4	8	0	10	3	13	3	7	2	12	3	8	3	14	47
% Large 2 Axle Vehicles	0.9	0	1.3	1	0	1.6	0.9	1.3	2.4	0.8	2	1.1	0.4	0.8	1	0.6	0.9
3 Axle Vehicles	1	0	2	3	0	0	0	0	0	7	0	7	0	1	1	2	12
% 3 Axle Vehicles	0.2	0	0.6	0.4	0	0	0	0	0	0.8	0	0.6	0	0.1	0.3	0.1	0.2
4+ Axle Trucks	2	1	9	12	0	3	0	3	2	1	0	3	2	2	1	5	23
% 4+ Axle Trucks	0.4	2.7	2.8	1.5	0	0.5	0	0.3	1.6	0.1	0	0.3	0.2	0.2	0.3	0.2	0.4

	I-210 Northbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	66	4	38	108	8	87	43	138	15	105	10	130	**114**	**138**	39	**291**	667
05:15 PM	46	4	42	92	4	72	33	109	19	**148**	14	**181**	111	132	38	281	663
05:30 PM	67	5	36	108	10	**98**	45	**153**	19	112	11	142	111	130	**49**	290	**693**
05:45 PM	**72**	**8**	**50**	**130**	**13**	75	**51**	139	**24**	103	**19**	146	98	107	37	242	657
Total Volume	251	21	166	438	35	332	172	539	77	468	54	599	434	507	163	1104	2680
% App. Total	57.3	4.8	37.9		6.5	61.6	31.9		12.9	78.1	9		39.3	45.9	14.8		
PHF	.872	.656	.830	.842	.673	.847	.843	.881	.802	.791	.711	.827	.952	.918	.832	.948	.967

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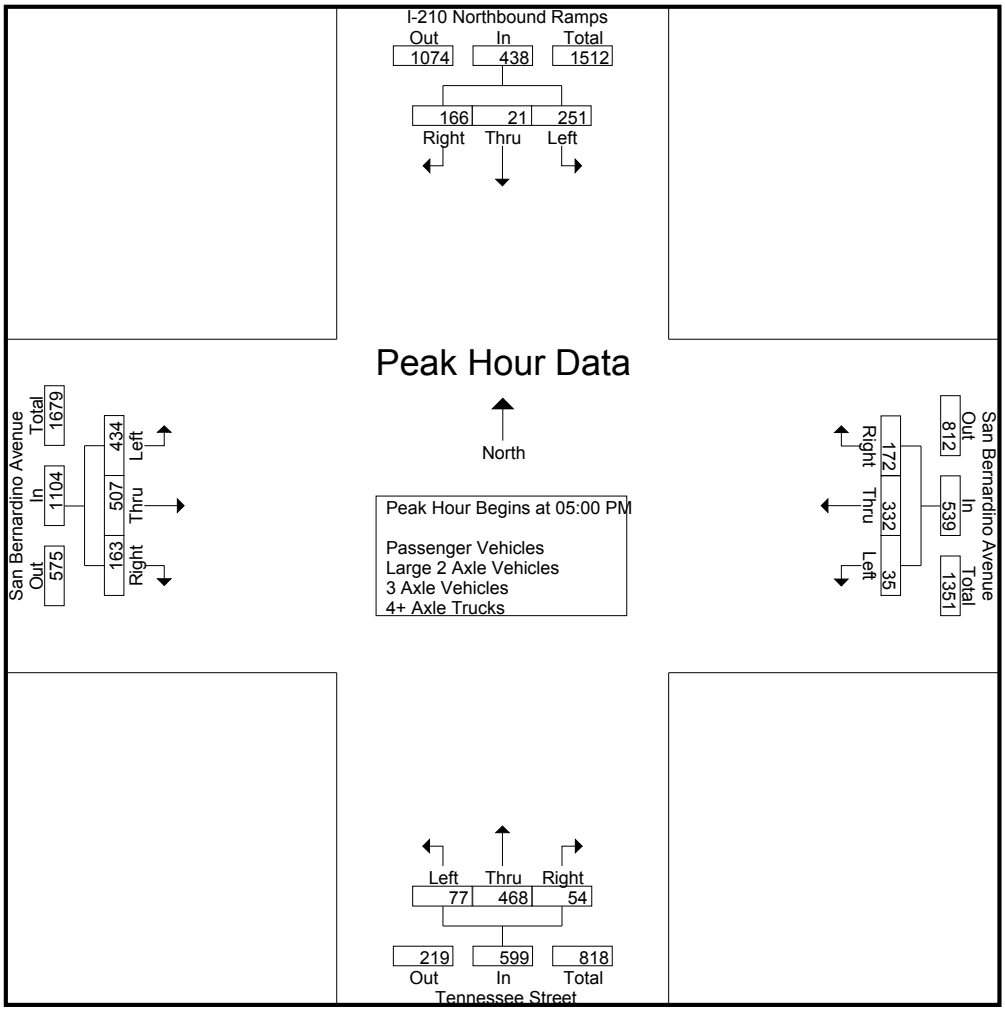
City of Highlands
N/S: I-210 NB Ramps/Tennessee Street
E/W: San Bernardino Avenue
Weather: Clear

File Name : 13_HLD_210N_Tenn_San Bern PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				04:30 PM			
+0 mins.	66	4	38	108	8	87	43	138	15	105	10	130	**124**	139	36	**299**
+15 mins.	46	4	42	92	4	72	33	109	19	**148**	14	**181**	97	**141**	35	273
+30 mins.	67	5	36	108	10	**98**	45	**153**	19	112	11	142	114	138	**39**	291
+45 mins.	**72**	**8**	**50**	**130**	**13**	75	**51**	139	**24**	103	**19**	146	111	132	38	281
Total Volume	251	21	166	438	35	332	172	539	77	468	54	599	446	550	148	1144
% App. Total	57.3	4.8	37.9		6.5	61.6	31.9		12.9	78.1	9		39	48.1	12.9	
PHF	.872	.656	.830	.842	.673	.847	.843	.881	.802	.791	.711	.827	.899	.975	.949	.957

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City of Highlands
N/S: I-210 NB Ramps/Tennessee Street
E/W: San Bernardino Avenue
Weather: Clear

File Name : 13_HLD_210N_Tenn_San Bern PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Passenger Vehicles

	I-210 Northbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	43	6	38	87	6	77	40	123	9	118	7	134	88	114	43	245	589
04:15 PM	64	7	26	97	8	48	34	90	15	100	11	126	106	121	35	262	575
04:30 PM	50	2	37	89	7	96	52	155	10	97	13	120	124	138	35	297	661
04:45 PM	54	1	39	94	5	77	29	111	10	95	12	117	97	139	35	271	593
Total	211	16	140	367	26	298	155	479	44	410	43	497	415	512	148	1075	2418
05:00 PM	64	4	38	106	8	85	43	136	14	104	10	128	112	137	39	288	658
05:15 PM	46	4	42	92	4	69	30	103	18	148	14	180	110	130	38	278	653
05:30 PM	67	5	36	108	10	95	45	150	19	110	11	140	111	129	49	289	687
05:45 PM	71	7	48	126	13	75	51	139	24	103	19	146	98	106	36	240	651
Total	248	20	164	432	35	324	169	528	75	465	54	594	431	502	162	1095	2649
Grand Total	459	36	304	799	61	622	324	1007	119	875	97	1091	846	1014	310	2170	5067
Apprch %	57.4	4.5	38		6.1	61.8	32.2		10.9	80.2	8.9		39	46.7	14.3		
Total %	9.1	0.7	6	15.8	1.2	12.3	6.4	19.9	2.3	17.3	1.9	21.5	16.7	20	6.1	42.8	

	I-210 Northbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	64	4	38	106	8	85	43	136	14	104	10	128	**112**	**137**	39	288	658
05:15 PM	46	4	42	92	4	69	30	103	18	**148**	14	**180**	110	130	38	278	653
05:30 PM	67	5	36	108	10	**95**	45	**150**	19	110	11	140	111	129	**49**	**289**	**687**
05:45 PM	**71**	**7**	**48**	**126**	**13**	75	**51**	139	**24**	103	**19**	146	98	106	36	240	651
Total Volume	248	20	164	432	35	324	169	528	75	465	54	594	431	502	162	1095	2649
% App. Total	57.4	4.6	38		6.6	61.4	32		12.6	78.3	9.1		39.4	45.8	14.8		
PHF	.873	.714	.854	.857	.673	.853	.828	.880	.781	.785	.711	.825	.962	.916	.827	.947	.964

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City of Highlands
N/S: I-210 NB Ramps/Tennessee Street
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Weather: Clear

File Name : 13_HLD_210N_Tenn_San Bern PM
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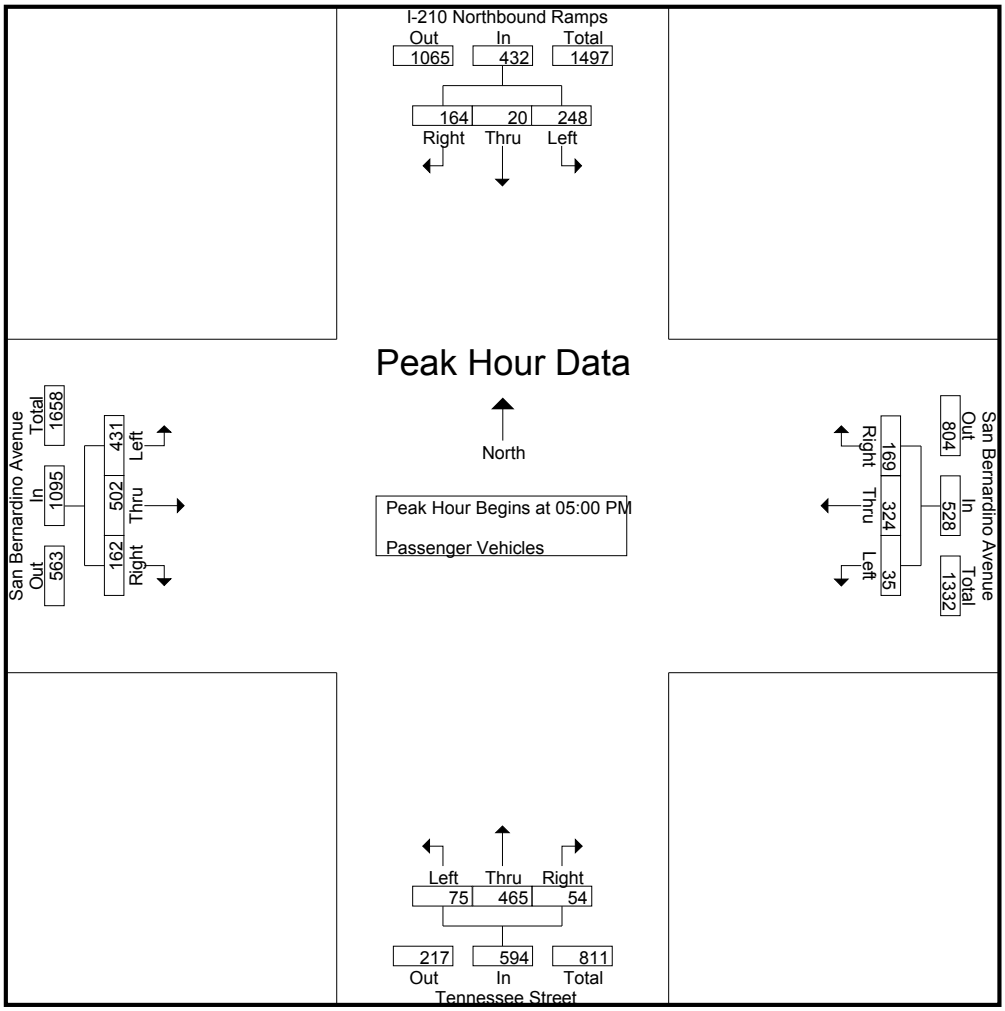

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	64	4	38	106	8	85	43	136	14	104	10	128	**112**	**137**	39	288
+15 mins.	46	4	42	92	4	69	30	103	18	**148**	14	**180**	110	130	38	278
+30 mins.	67	5	36	108	10	**95**	45	**150**	19	110	11	140	111	129	**49**	**289**
+45 mins.	**71**	**7**	**48**	**126**	**13**	75	**51**	139	**24**	103	**19**	146	98	106	36	240
Total Volume	248	20	164	432	35	324	169	528	75	465	54	594	431	502	162	1095
% App. Total	57.4	4.6	38		6.6	61.4	32		12.6	78.3	9.1		39.4	45.8	14.8	
PHF	.873	.714	.854	.857	.673	.853	.828	.880	.781	.785	.711	.825	.962	.916	.827	.947

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City of Highlands
N/S: I-210 NB Ramps/Tennessee Street
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Weather: Clear

File Name : 13_HLD_210N_Tenn_San Bern PM
Site Code : 06718128
Start Date : 2/21/2018
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Groups Printed- Large 2 Axle Vehicles

	I-210 Northbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	3	4	0	3	0	3	1	1	0	2	2	2	1	5	14
04:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
04:30 PM	0	0	0	0	0	2	0	2	1	1	2	4	0	1	1	2	8
04:45 PM	1	0	0	1	0	0	0	0	0	2	0	2	0	2	0	2	5
Total	3	0	3	6	0	5	0	5	2	5	2	9	2	6	2	10	30
05:00 PM	0	0	0	0	0	1	0	1	1	1	0	2	0	1	0	1	4
05:15 PM	0	0	0	0	0	2	3	5	0	0	0	0	1	0	0	1	6
05:30 PM	0	0	0	0	0	2	0	2	0	1	0	1	0	1	0	1	4
05:45 PM	1	0	1	2	0	0	0	0	0	0	0	0	0	0	1	1	3
Total	1	0	1	2	0	5	3	8	1	2	0	3	1	2	1	4	17
Grand Total	4	0	4	8	0	10	3	13	3	7	2	12	3	8	3	14	47
Apprch %	50	0	50		0	76.9	23.1		25	58.3	16.7		21.4	57.1	21.4		
Total %	8.5	0	8.5	17	0	21.3	6.4	27.7	6.4	14.9	4.3	25.5	6.4	17	6.4	29.8	

	I-210 Northbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	1	0	1	**1**	**1**	0	**2**	0	**1**	0	**1**	4
05:15 PM	0	0	0	0	0	**2**	**3**	**5**	0	0	0	0	**1**	0	0	1	**6**
05:30 PM	0	0	0	0	0	2	0	2	0	1	0	1	0	1	0	1	4
05:45 PM	**1**	0	**1**	**2**	0	0	0	0	0	0	0	0	0	0	**1**	1	3
Total Volume	1	0	1	2	0	5	3	8	1	2	0	3	1	2	1	4	17
% App. Total	50	0	50		0	62.5	37.5		33.3	66.7	0		25	50	25		
PHF	.250	.000	.250	.250	.000	.625	.250	.400	.250	.500	.000	.375	.250	.500	.250	1.00	.708

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City of Highlands
N/S: I-210 NB Ramps/Tennessee Street
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File Name : 13_HLD_210N_Tenn_San Bern PM
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Start Date : 2/21/2018
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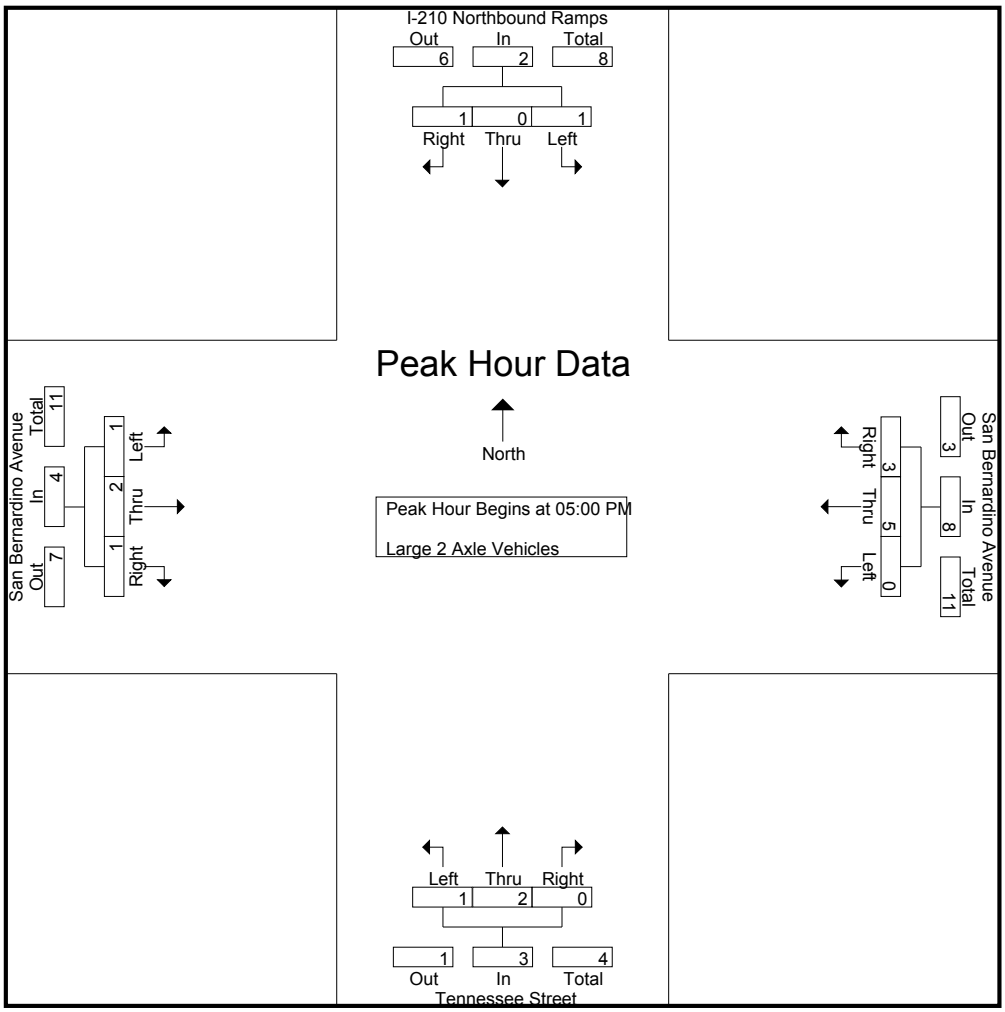

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	**1**	**1**	0	**2**	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	**2**	**3**	**5**	0	0	0	0	**1**	0	0	1
+30 mins.	0	0	0	0	0	2	0	2	0	1	0	1	0	1	0	1
+45 mins.	**1**	0	**1**	**2**	0	0	0	0	0	0	0	0	0	0	**1**	1
Total Volume	1	0	1	2	0	5	3	8	1	2	0	3	1	2	1	4
% App. Total	50	0	50		0	62.5	37.5		33.3	66.7	0		25	50	25	
PHF	.250	.000	.250	.250	.000	.625	.250	.400	.250	.500	.000	.375	.250	.500	.250	1.000

Counts Unlimited
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City of Highlands
N/S: I-210 NB Ramps/Tennessee Street
E/W: San Bernardino Avenue
Weather: Clear

File Name : 13_HLD_210N_Tenn_San Bern PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- 3 Axle Vehicles

	I-210 Northbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	0	0	0	0	3	0	3	0	0	1	1	5
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	0	0	2	2	0	0	0	0	0	7	0	7	0	0	1	1	10
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Grand Total	1	0	2	3	0	0	0	0	0	7	0	7	0	1	1	2	12
Apprch %	33.3	0	66.7		0	0	0		0	100	0		0	50	50		
Total %	8.3	0	16.7	25	0	0	0	0	0	58.3	0	58.3	0	8.3	8.3	16.7	

	I-210 Northbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
% App. Total	100	0	0		0	0	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500

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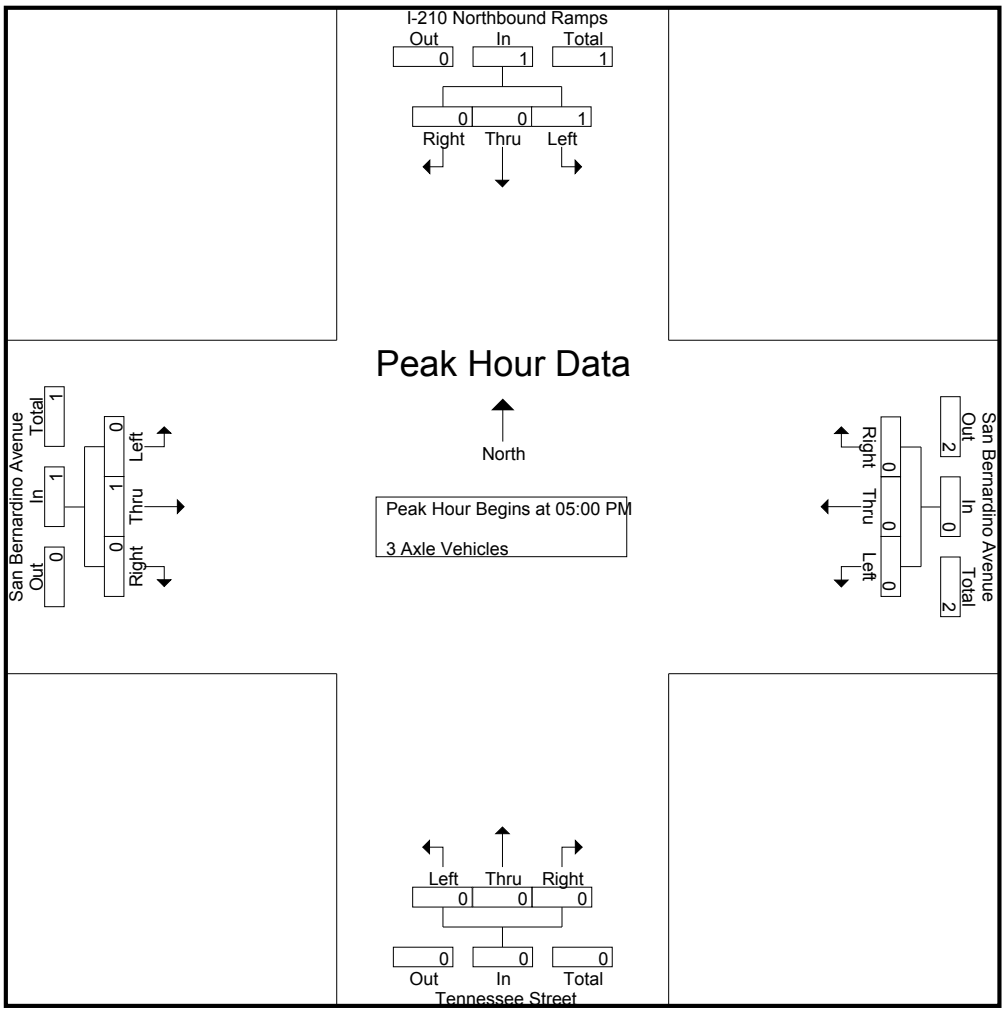
City of Highlands
N/S: I-210 NB Ramps/Tennessee Street
E/W: San Bernardino Avenue
Weather: Clear

File Name : 13_HLD_210N_Tenn_San Bern PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1
% App. Total	100	0	0		0	0	0		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

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City of Highlands
N/S: I-210 NB Ramps/Tennessee Street
E/W: San Bernardino Avenue
Weather: Clear

File Name : 13_HLD_210N_Tenn_San Bern PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- 4+ Axle Trucks

	I-210 Northbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
04:15 PM	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:45 PM	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	0	8	9	0	0	0	0	1	0	0	1	0	0	1	1	11
05:00 PM	1	0	0	1	0	1	0	1	0	0	0	0	2	0	0	2	4
05:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	2	0	2	4
05:30 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
05:45 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	1	1	3	0	3	0	3	1	1	0	2	2	2	0	4	12
Grand Total	2	1	9	12	0	3	0	3	2	1	0	3	2	2	1	5	23
Apprch %	16.7	8.3	75		0	100	0		66.7	33.3	0		40	40	20		
Total %	8.7	4.3	39.1	52.2	0	13	0	13	8.7	4.3	0	13	8.7	8.7	4.3	21.7	

	I-210 Northbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**1**	0	0	1	0	**1**	0	**1**	0	0	0	0	**2**	0	0	**2**	**4**
05:15 PM	0	0	0	0	0	1	0	1	**1**	0	0	**1**	0	**2**	0	2	4
05:30 PM	0	0	0	0	0	1	0	1	0	**1**	0	1	0	0	0	0	2
05:45 PM	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	1	1	1	3	0	3	0	3	1	1	0	2	2	2	0	4	12
% App. Total	33.3	33.3	33.3		0	100	0		50	50	0		50	50	0		
PHF	.250	.250	.250	.375	.000	.750	.000	.750	.250	.250	.000	.500	.250	.250	.000	.500	.750

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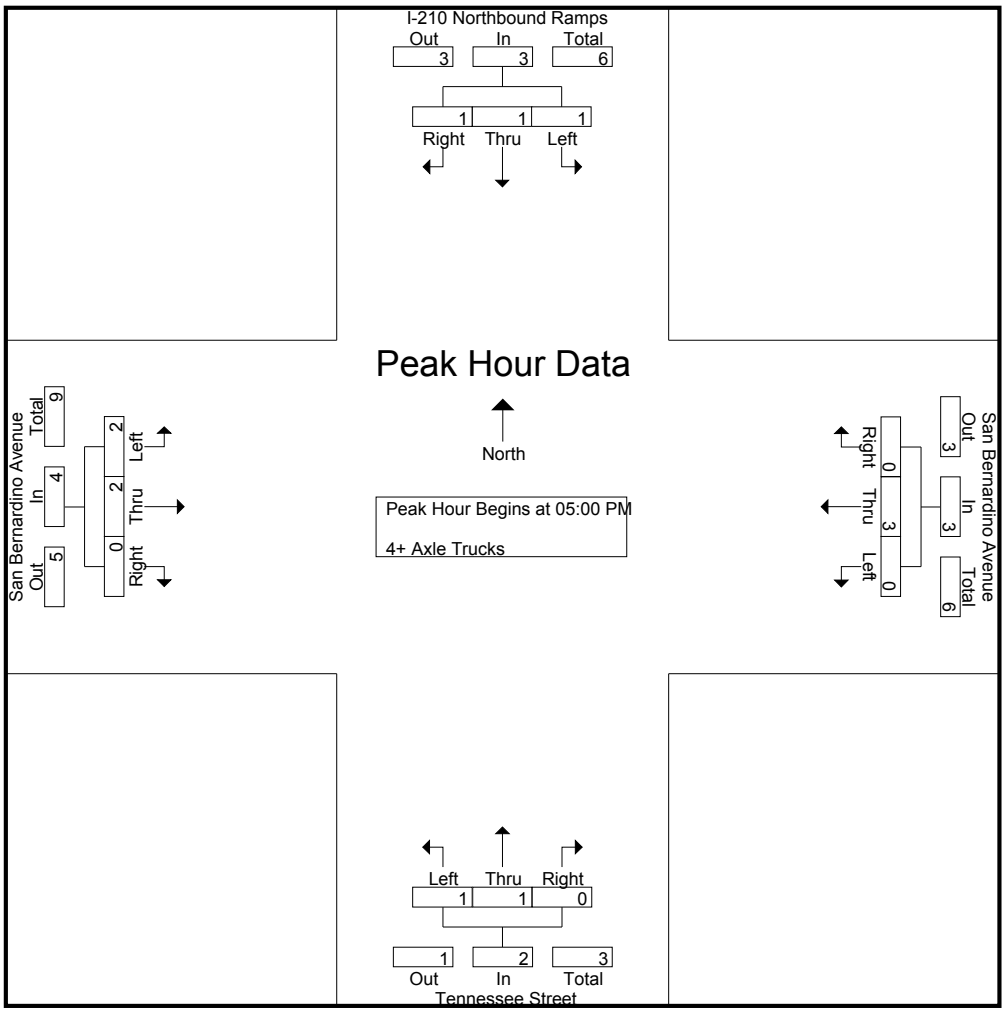
City of Highlands
N/S: I-210 NB Ramps/Tennessee Street
E/W: San Bernardino Avenue
Weather: Clear

File Name : 13_HLD_210N_Tenn_San Bern PM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	**1**	0	0	1	0	**1**	0	**1**	0	0	0	0	**2**	0	0	**2**
+15 mins.	0	0	0	0	0	1	0	1	**1**	0	0	**1**	0	**2**	0	2
+30 mins.	0	0	0	0	0	1	0	1	0	**1**	0	1	0	0	0	0
+45 mins.	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	1	3	0	3	0	3	1	1	0	2	2	2	0	4
% App. Total	33.3	33.3	33.3		0	100	0		50	50	0		50	50	0	
PHF	.250	.250	.250	.375	.000	.750	.000	.750	.250	.250	.000	.500	.250	.250	.000	.500

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City of Redlands
N/S: Alabama Street
E/W: East 3rd Street
Weather: Clear

File Name : 19_RED_Alabama_3rd AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alabama Street Southbound				East 3rd Street Westbound				Alabama Street Northbound				East 3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	171	46	220	0	1	4	5	24	73	1	98	22	1	28	51	374
07:15 AM	2	181	39	222	0	0	6	6	42	68	1	111	15	0	60	75	414
07:30 AM	1	114	53	168	0	0	2	2	33	61	0	94	18	0	38	56	320
07:45 AM	5	138	72	215	2	1	5	8	47	41	2	90	22	1	55	78	391
Total	11	604	210	825	2	2	17	21	146	243	4	393	77	2	181	260	1499
08:00 AM	1	63	38	102	1	1	3	5	30	46	0	76	18	0	27	45	228
08:15 AM	1	61	25	87	0	1	0	1	20	55	1	76	14	0	26	40	204
08:30 AM	5	88	32	125	0	1	2	3	29	47	0	76	20	3	41	64	268
08:45 AM	4	84	20	108	0	0	3	3	11	30	0	41	19	2	42	63	215
Total	11	296	115	422	1	3	8	12	90	178	1	269	71	5	136	212	915
Grand Total	22	900	325	1247	3	5	25	33	236	421	5	662	148	7	317	472	2414
Apprch %	1.8	72.2	26.1		9.1	15.2	75.8		35.6	63.6	0.8		31.4	1.5	67.2		
Total %	0.9	37.3	13.5	51.7	0.1	0.2	1	1.4	9.8	17.4	0.2	27.4	6.1	0.3	13.1	19.6	
Passenger Vehicles	14	856	310	1180	1	3	10	14	189	374	5	568	115	7	264	386	2148
% Passenger Vehicles	63.6	95.1	95.4	94.6	33.3	60	40	42.4	80.1	88.8	100	85.8	77.7	100	83.3	81.8	89
Large 2 Axle Vehicles	3	12	7	22	2	1	9	12	2	10	0	12	7	0	9	16	62
% Large 2 Axle Vehicles	13.6	1.3	2.2	1.8	66.7	20	36	36.4	0.8	2.4	0	1.8	4.7	0	2.8	3.4	2.6
3 Axle Vehicles	2	12	4	18	0	1	5	6	23	19	0	42	2	0	17	19	85
% 3 Axle Vehicles	9.1	1.3	1.2	1.4	0	20	20	18.2	9.7	4.5	0	6.3	1.4	0	5.4	4	3.5
4+ Axle Trucks	3	20	4	27	0	0	1	1	22	18	0	40	24	0	27	51	119
% 4+ Axle Trucks	13.6	2.2	1.2	2.2	0	0	4	3	9.3	4.3	0	6	16.2	0	8.5	10.8	4.9

	Alabama Street Southbound				East 3rd Street Westbound				Alabama Street Northbound				East 3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	171	46	220	0	**1**	4	5	24	**73**	1	98	**22**	**1**	28	51	374
07:15 AM	2	**181**	39	**222**	0	0	**6**	6	42	68	1	**111**	15	0	**60**	75	**414**
07:30 AM	1	114	53	168	0	0	2	2	33	61	0	94	18	0	38	56	320
07:45 AM	**5**	138	**72**	215	**2**	1	5	**8**	**47**	41	**2**	90	22	1	55	**78**	391
Total Volume	11	604	210	825	2	2	17	21	146	243	4	393	77	2	181	260	1499
% App. Total	1.3	73.2	25.5		9.5	9.5	81		37.2	61.8	1		29.6	0.8	69.6		
PHF	.550	.834	.729	.929	.250	.500	.708	.656	.777	.832	.500	.885	.875	.500	.754	.833	.905

Counts Unlimited
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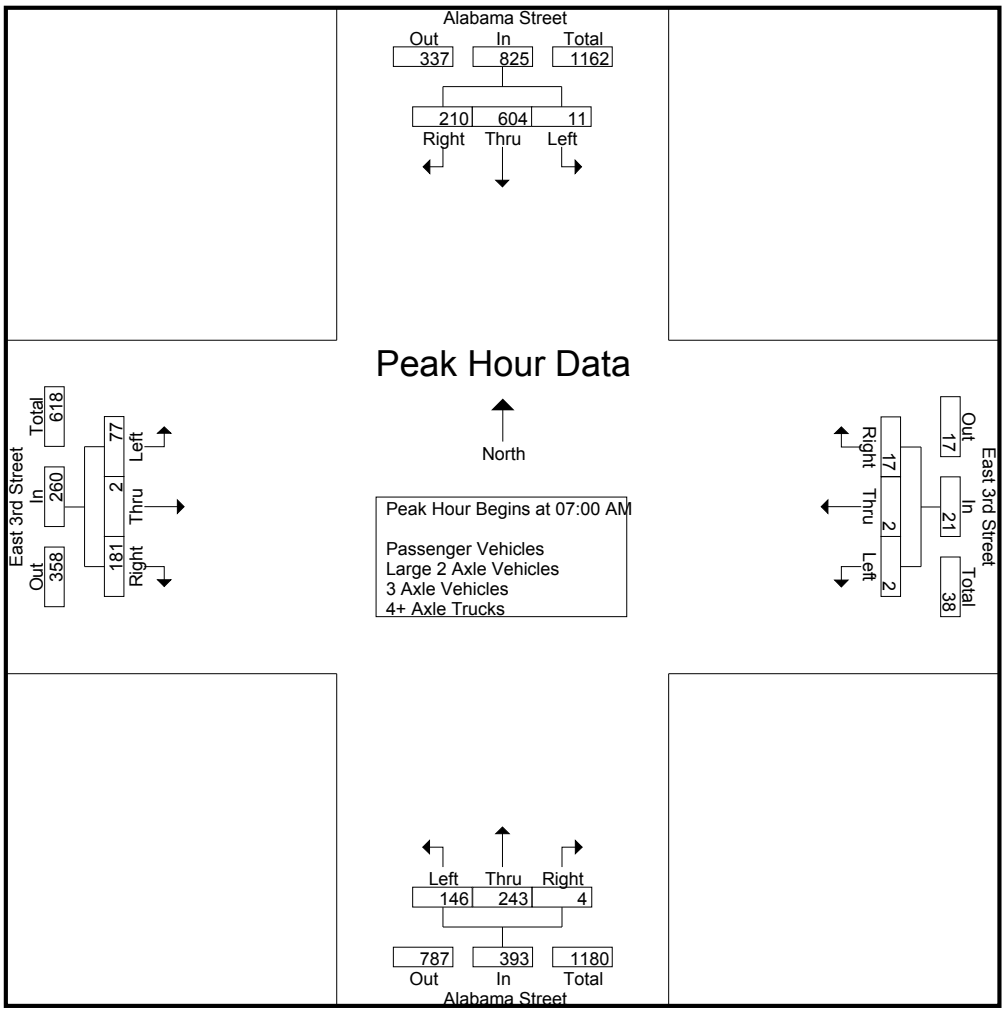
City of Redlands
N/S: Alabama Street
E/W: East 3rd Street
Weather: Clear

File Name : 19_RED_Alabama_3rd AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	3	171	46	220	0	**1**	4	5	24	**73**	1	98	**22**	**1**	28	51
+15 mins.	2	**181**	39	**222**	0	0	**6**	6	42	68	1	**111**	15	0	**60**	75
+30 mins.	1	114	53	168	0	0	2	2	33	61	0	94	18	0	38	56
+45 mins.	**5**	138	**72**	215	**2**	1	5	**8**	**47**	41	**2**	90	22	1	55	**78**
Total Volume	11	604	210	825	2	2	17	21	146	243	4	393	77	2	181	260
% App. Total	1.3	73.2	25.5		9.5	9.5	81		37.2	61.8	1		29.6	0.8	69.6	
PHF	.550	.834	.729	.929	.250	.500	.708	.656	.777	.832	.500	.885	.875	.500	.754	.833

Counts Unlimited
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City of Redlands
N/S: Alabama Street
E/W: East 3rd Street
Weather: Clear

File Name : 19_RED_Alabama_3rd AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 1

Groups Printed- Passenger Vehicles

	Alabama Street Southbound				East 3rd Street Westbound				Alabama Street Northbound				East 3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	165	44	212	0	1	1	2	18	64	1	83	17	1	25	43	340
07:15 AM	0	175	38	213	0	0	4	4	37	64	1	102	9	0	50	59	378
07:30 AM	1	110	53	164	0	0	0	0	28	57	0	85	14	0	31	45	294
07:45 AM	4	132	70	206	1	0	1	2	45	31	2	78	20	1	46	67	353
Total	8	582	205	795	1	1	6	8	128	216	4	348	60	2	152	214	1365
08:00 AM	0	57	36	93	0	0	0	0	21	39	0	60	16	0	22	38	191
08:15 AM	0	55	24	79	0	1	0	1	12	51	1	64	8	0	22	30	174
08:30 AM	3	83	26	112	0	1	2	3	19	43	0	62	15	3	34	52	229
08:45 AM	3	79	19	101	0	0	2	2	9	25	0	34	16	2	34	52	189
Total	6	274	105	385	0	2	4	6	61	158	1	220	55	5	112	172	783
Grand Total	14	856	310	1180	1	3	10	14	189	374	5	568	115	7	264	386	2148
Apprch %	1.2	72.5	26.3		7.1	21.4	71.4		33.3	65.8	0.9		29.8	1.8	68.4		
Total %	0.7	39.9	14.4	54.9	0	0.1	0.5	0.7	8.8	17.4	0.2	26.4	5.4	0.3	12.3	18	

	Alabama Street Southbound				East 3rd Street Westbound				Alabama Street Northbound				East 3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	165	44	212	0	**1**	1	2	18	**64**	1	83	17	**1**	25	43	340
07:15 AM	0	**175**	38	**213**	0	0	**4**	**4**	37	64	1	**102**	9	0	**50**	59	**378**
07:30 AM	1	110	53	164	0	0	0	0	28	57	0	85	14	0	31	45	294
07:45 AM	**4**	132	**70**	206	**1**	0	1	2	**45**	31	**2**	78	**20**	1	46	**67**	353
Total Volume	8	582	205	795	1	1	6	8	128	216	4	348	60	2	152	214	1365
% App. Total	1	73.2	25.8		12.5	12.5	75		36.8	62.1	1.1		28	0.9	71		
PHF	.500	.831	.732	.933	.250	.250	.375	.500	.711	.844	.500	.853	.750	.500	.760	.799	.903

Counts Unlimited
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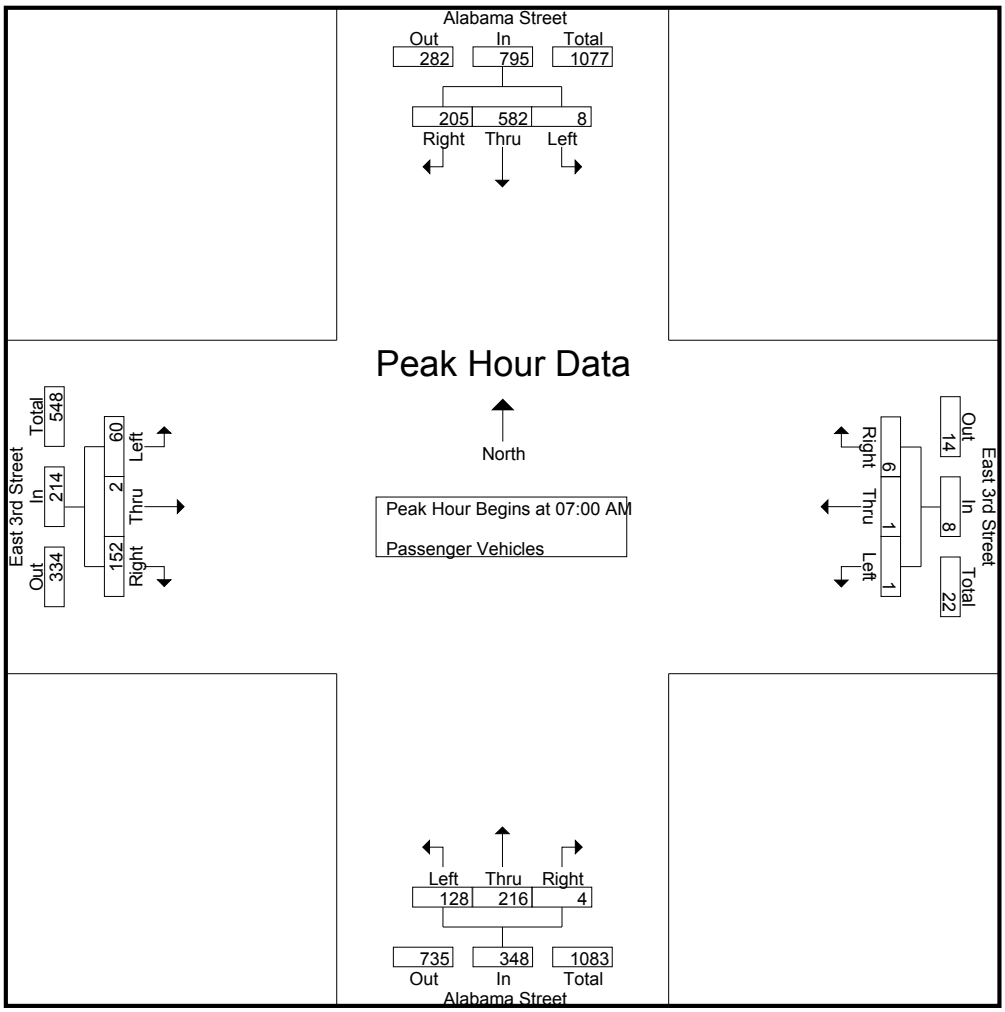
City of Redlands
N/S: Alabama Street
E/W: East 3rd Street
Weather: Clear

File Name : 19_RED_Alabama_3rd AM
Site Code : 06718128
Start Date : 2/21/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	3	165	44	212	0	**1**	1	2	18	**64**	1	83	17	**1**	25	43
+15 mins.	0	**175**	38	**213**	0	0	**4**	**4**	37	64	1	**102**	9	0	**50**	59
+30 mins.	1	110	53	164	0	0	0	0	28	57	0	85	14	0	31	45
+45 mins.	**4**	132	**70**	206	**1**	0	1	2	**45**	31	**2**	78	**20**	1	46	**67**
Total Volume	8	582	205	795	1	1	6	8	128	216	4	348	60	2	152	214
% App. Total	1	73.2	25.8		12.5	12.5	75		36.8	62.1	1.1		28	0.9	71	
PHF	.500	.831	.732	.933	.250	.250	.375	.500	.711	.844	.500	.853	.750	.500	.760	.799

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Groups Printed- Large 2 Axle Vehicles

	Alabama Street Southbound				East 3rd Street Westbound				Alabama Street Northbound				East 3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	1	4	0	0	1	1	0	3	0	3	0	0	1	1	9
07:15 AM	1	3	0	4	0	0	2	2	0	2	0	2	3	0	2	5	13
07:30 AM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	1	1	3
07:45 AM	0	2	0	2	1	0	1	2	0	1	0	1	0	0	1	1	6
Total	1	8	1	10	1	0	5	6	0	7	0	7	3	0	5	8	31
08:00 AM	1	1	1	3	1	1	3	5	0	2	0	2	0	0	2	2	12
08:15 AM	0	2	0	2	0	0	0	0	0	1	0	1	2	0	0	2	5
08:30 AM	0	0	4	4	0	0	0	0	2	0	0	2	2	0	0	2	8
08:45 AM	1	1	1	3	0	0	1	1	0	0	0	0	0	0	2	2	6
Total	2	4	6	12	1	1	4	6	2	3	0	5	4	0	4	8	31
Grand Total	3	12	7	22	2	1	9	12	2	10	0	12	7	0	9	16	62
Apprch %	13.6	54.5	31.8		16.7	8.3	75		16.7	83.3	0		43.8	0	56.2		
Total %	4.8	19.4	11.3	35.5	3.2	1.6	14.5	19.4	3.2	16.1	0	19.4	11.3	0	14.5	25.8	

	Alabama Street Southbound				East 3rd Street Westbound				Alabama Street Northbound				East 3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**3**	**1**	**4**	0	0	1	1	0	**3**	0	**3**	0	0	1	1	9
07:15 AM	**1**	3	0	4	0	0	**2**	**2**	0	2	0	2	**3**	0	**2**	**5**	**13**
07:30 AM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	1	1	3
07:45 AM	0	2	0	2	**1**	0	1	2	0	1	0	1	0	0	1	1	6
Total Volume	1	8	1	10	1	0	5	6	0	7	0	7	3	0	5	8	31
% App. Total	10	80	10		16.7	0	83.3		0	100	0		37.5	0	62.5		
PHF	.250	.667	.250	.625	.250	.000	.625	.750	.000	.583	.000	.583	.250	.000	.625	.400	.596

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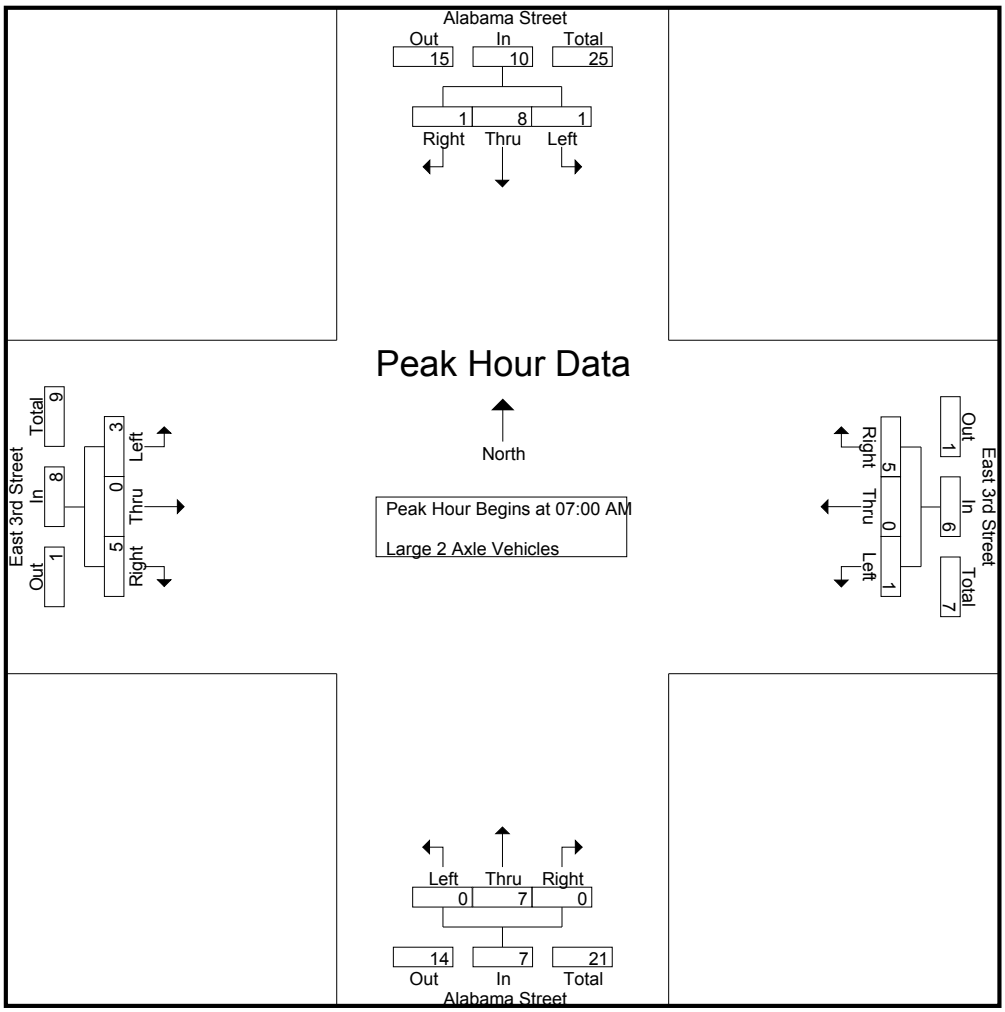

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**3**	**1**	**4**	0	0	1	1	0	**3**	0	**3**	0	0	1	1
+15 mins.	**1**	3	0	4	0	0	**2**	**2**	0	2	0	2	**3**	0	**2**	**5**
+30 mins.	0	0	0	0	0	0	1	1	0	1	0	1	0	0	1	1
+45 mins.	0	2	0	2	**1**	0	1	2	0	1	0	1	0	0	1	1
Total Volume	1	8	1	10	1	0	5	6	0	7	0	7	3	0	5	8
% App. Total	10	80	10		16.7	0	83.3		0	100	0		37.5	0	62.5	
PHF	.250	.667	.250	.625	.250	.000	.625	.750	.000	.583	.000	.583	.250	.000	.625	.400

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Groups Printed- 3 Axle Vehicles

	Alabama Street Southbound				East 3rd Street Westbound				Alabama Street Northbound				East 3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	2	2	2	4	0	6	0	0	0	0	10
07:15 AM	0	0	1	1	0	0	0	0	1	1	0	2	0	0	4	4	7
07:30 AM	0	1	0	1	0	0	1	1	3	2	0	5	0	0	1	1	8
07:45 AM	1	1	1	3	0	1	2	3	1	5	0	6	1	0	4	5	17
Total	1	4	2	7	0	1	5	6	7	12	0	19	1	0	9	10	42
08:00 AM	0	4	1	5	0	0	0	0	4	2	0	6	0	0	1	1	12
08:15 AM	0	1	1	2	0	0	0	0	5	2	0	7	1	0	3	4	13
08:30 AM	1	2	0	3	0	0	0	0	6	2	0	8	0	0	2	2	13
08:45 AM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	2	2	5
Total	1	8	2	11	0	0	0	0	16	7	0	23	1	0	8	9	43
Grand Total	2	12	4	18	0	1	5	6	23	19	0	42	2	0	17	19	85
Apprch %	11.1	66.7	22.2		0	16.7	83.3		54.8	45.2	0		10.5	0	89.5		
Total %	2.4	14.1	4.7	21.2	0	1.2	5.9	7.1	27.1	22.4	0	49.4	2.4	0	20	22.4	

	Alabama Street Southbound				East 3rd Street Westbound				Alabama Street Northbound				East 3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**2**	0	2	0	0	**2**	2	2	4	0	**6**	0	0	0	0	10
07:15 AM	0	0	**1**	1	0	0	0	0	1	1	0	2	0	0	**4**	4	7
07:30 AM	0	1	0	1	0	0	1	1	**3**	2	0	5	0	0	1	1	8
07:45 AM	**1**	1	1	**3**	0	**1**	2	**3**	1	**5**	0	6	**1**	0	4	**5**	**17**
Total Volume	1	4	2	7	0	1	5	6	7	12	0	19	1	0	9	10	42
% App. Total	14.3	57.1	28.6		0	16.7	83.3		36.8	63.2	0		10	0	90		
PHF	.250	.500	.500	.583	.000	.250	.625	.500	.583	.600	.000	.792	.250	.000	.563	.500	.618

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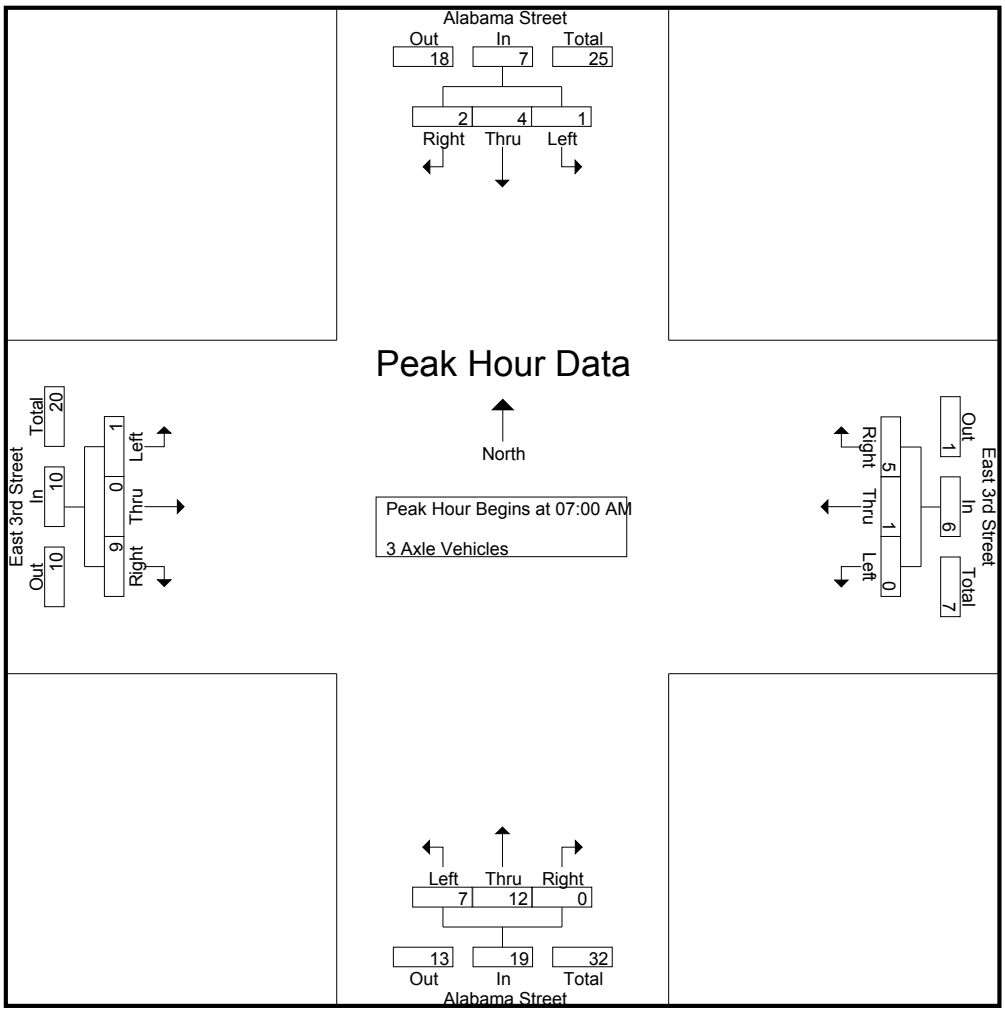

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**2**	0	2	0	0	**2**	2	2	4	0	**6**	0	0	0	0
+15 mins.	0	0	**1**	1	0	0	0	0	1	1	0	2	0	0	**4**	4
+30 mins.	0	1	0	1	0	0	1	1	**3**	2	0	5	0	0	1	1
+45 mins.	**1**	1	1	**3**	0	**1**	2	**3**	1	**5**	0	6	**1**	0	4	**5**
Total Volume	1	4	2	7	0	1	5	6	7	12	0	19	1	0	9	10
% App. Total	14.3	57.1	28.6		0	16.7	83.3		36.8	63.2	0		10	0	90	
PHF	.250	.500	.500	.583	.000	.250	.625	.500	.583	.600	.000	.792	.250	.000	.563	.500

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Groups Printed- 4+ Axle Trucks

	Alabama Street Southbound				East 3rd Street Westbound				Alabama Street Northbound				East 3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	2	0	0	0	0	4	2	0	6	5	0	2	7	15
07:15 AM	1	3	0	4	0	0	0	0	4	1	0	5	3	0	4	7	16
07:30 AM	0	3	0	3	0	0	0	0	2	1	0	3	4	0	5	9	15
07:45 AM	0	3	1	4	0	0	1	1	1	4	0	5	1	0	4	5	15
Total	1	10	2	13	0	0	1	1	11	8	0	19	13	0	15	28	61
08:00 AM	0	1	0	1	0	0	0	0	5	3	0	8	2	0	2	4	13
08:15 AM	1	3	0	4	0	0	0	0	3	1	0	4	3	0	1	4	12
08:30 AM	1	3	2	6	0	0	0	0	2	2	0	4	3	0	5	8	18
08:45 AM	0	3	0	3	0	0	0	0	1	4	0	5	3	0	4	7	15
Total	2	10	2	14	0	0	0	0	11	10	0	21	11	0	12	23	58
Grand Total	3	20	4	27	0	0	1	1	22	18	0	40	24	0	27	51	119
Apprch %	11.1	74.1	14.8		0	0	100		55	45	0		47.1	0	52.9		
Total %	2.5	16.8	3.4	22.7	0	0	0.8	0.8	18.5	15.1	0	33.6	20.2	0	22.7	42.9	

	Alabama Street Southbound				East 3rd Street Westbound				Alabama Street Northbound				East 3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	**1**	2	0	0	0	0	**4**	2	0	**6**	**5**	0	2	7	15
07:15 AM	**1**	**3**	0	**4**	0	0	0	0	4	1	0	5	3	0	4	7	**16**
07:30 AM	0	3	0	3	0	0	0	0	2	1	0	3	4	0	**5**	**9**	15
07:45 AM	0	3	1	4	0	0	**1**	**1**	1	**4**	0	5	1	0	4	5	15
Total Volume	1	10	2	13	0	0	1	1	11	8	0	19	13	0	15	28	61
% App. Total	7.7	76.9	15.4		0	0	100		57.9	42.1	0		46.4	0	53.6		
PHF	.250	.833	.500	.813	.000	.000	.250	.250	.688	.500	.000	.792	.650	.000	.750	.778	.953

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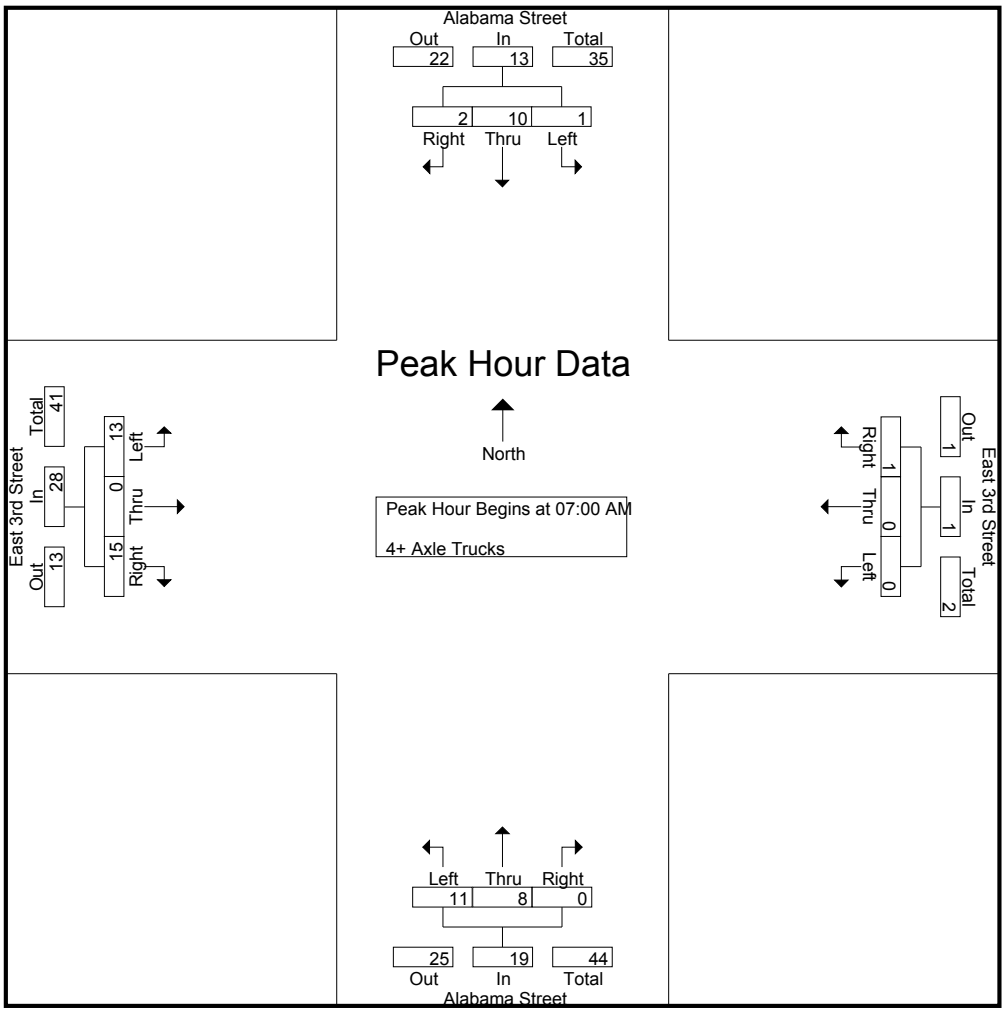

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	1	**1**	2	0	0	0	0	**4**	2	0	**6**	**5**	0	2	7
+15 mins.	**1**	**3**	0	**4**	0	0	0	0	4	1	0	5	3	0	4	7
+30 mins.	0	3	0	3	0	0	0	0	2	1	0	3	4	0	**5**	**9**
+45 mins.	0	3	1	4	0	0	**1**	**1**	1	**4**	0	5	1	0	4	5
Total Volume	1	10	2	13	0	0	1	1	11	8	0	19	13	0	15	28
% App. Total	7.7	76.9	15.4		0	0	100		57.9	42.1	0		46.4	0	53.6	
PHF	.250	.833	.500	.813	.000	.000	.250	.250	.688	.500	.000	.792	.650	.000	.750	.778

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Alabama Street Southbound				East 3rd Street Westbound				Alabama Street Northbound				East 3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	85	18	105	0	2	4	6	35	153	2	190	79	2	55	136	437
04:15 PM	1	85	18	104	0	1	2	3	26	149	2	177	74	3	61	138	422
04:30 PM	1	101	20	122	0	2	6	8	25	168	0	193	93	8	60	161	484
04:45 PM	1	103	26	130	4	2	4	10	50	201	1	252	90	4	72	166	558
Total	5	374	82	461	4	7	16	27	136	671	5	812	336	17	248	601	1901
05:00 PM	1	106	12	119	1	0	6	7	32	158	1	191	99	11	80	190	507
05:15 PM	0	107	14	121	1	1	2	4	32	193	0	225	108	10	98	216	566
05:30 PM	2	111	13	126	2	0	3	5	40	197	0	237	92	2	58	152	520
05:45 PM	0	125	11	136	0	0	4	4	27	198	3	228	91	2	59	152	520
Total	3	449	50	502	4	1	15	20	131	746	4	881	390	25	295	710	2113
Grand Total	8	823	132	963	8	8	31	47	267	1417	9	1693	726	42	543	1311	4014
Apprch %	0.8	85.5	13.7		17	17	66		15.8	83.7	0.5		55.4	3.2	41.4		
Total %	0.2	20.5	3.3	24	0.2	0.2	0.8	1.2	6.7	35.3	0.2	42.2	18.1	1	13.5	32.7	
Passenger Vehicles	4	786	116	906	6	8	26	40	213	1367	6	1586	716	39	498	1253	3785
% Passenger Vehicles	50	95.5	87.9	94.1	75	100	83.9	85.1	79.8	96.5	66.7	93.7	98.6	92.9	91.7	95.6	94.3
Large 2 Axle Vehicles	1	10	4	15	2	0	2	4	4	17	3	24	3	2	3	8	51
% Large 2 Axle Vehicles	12.5	1.2	3	1.6	25	0	6.5	8.5	1.5	1.2	33.3	1.4	0.4	4.8	0.6	0.6	1.3
3 Axle Vehicles	3	2	5	10	0	0	2	2	7	3	0	10	5	1	25	31	53
% 3 Axle Vehicles	37.5	0.2	3.8	1	0	0	6.5	4.3	2.6	0.2	0	0.6	0.7	2.4	4.6	2.4	1.3
4+ Axle Trucks	0	25	7	32	0	0	1	1	43	30	0	73	2	0	17	19	125
% 4+ Axle Trucks	0	3	5.3	3.3	0	0	3.2	2.1	16.1	2.1	0	4.3	0.3	0	3.1	1.4	3.1

	Alabama Street Southbound				East 3rd Street Westbound				Alabama Street Northbound				East 3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	103	**26**	**130**	**4**	**2**	4	**10**	**50**	**201**	**1**	**252**	90	4	72	166	558
05:00 PM	1	106	12	119	1	0	**6**	7	32	158	1	191	99	**11**	80	190	507
05:15 PM	0	107	14	121	1	1	2	4	32	193	0	225	**108**	10	**98**	**216**	**566**
05:30 PM	**2**	**111**	13	126	2	0	3	5	40	197	0	237	92	2	58	152	520
Total Volume	4	427	65	496	8	3	15	26	154	749	2	905	389	27	308	724	2151
% App. Total	0.8	86.1	13.1		30.8	11.5	57.7		17	82.8	0.2		53.7	3.7	42.5		
PHF	.500	.962	.625	.954	.500	.375	.625	.650	.770	.932	.500	.898	.900	.614	.786	.838	.950

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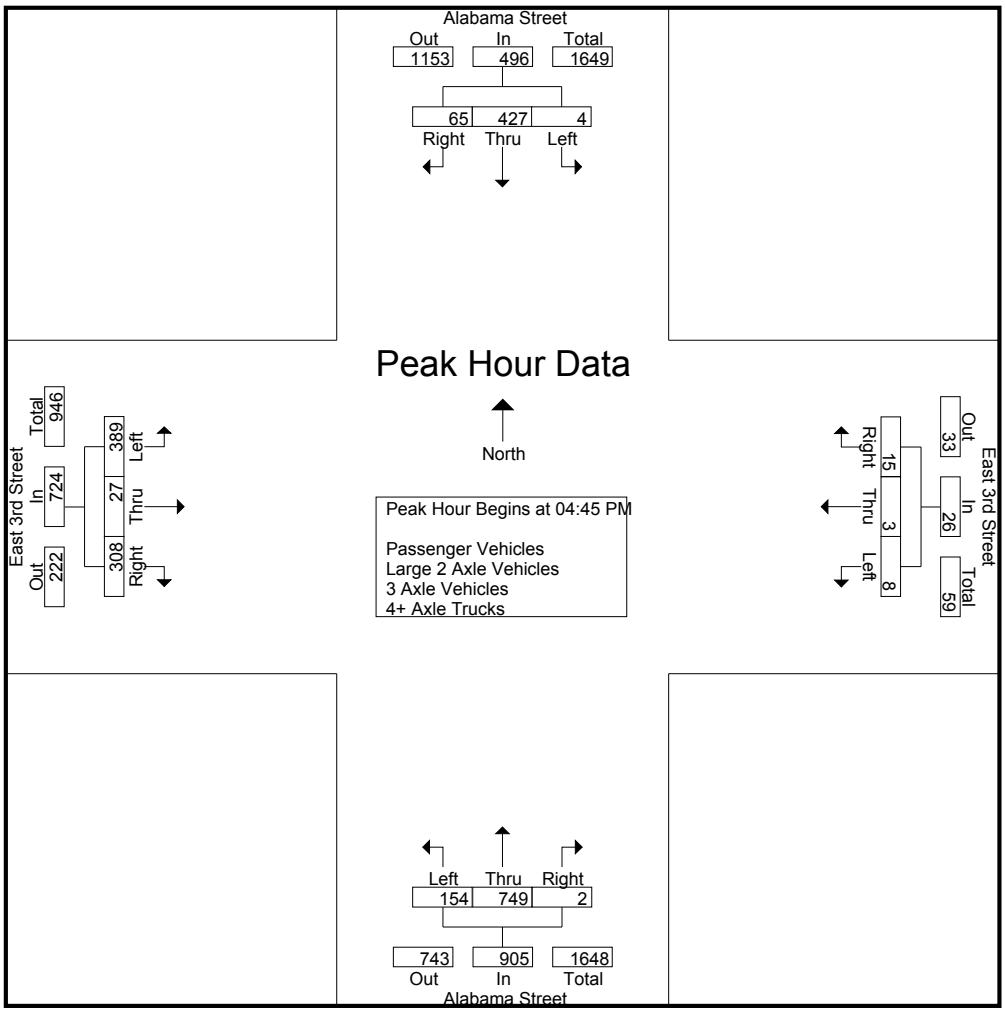

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:45 PM				04:30 PM			
+0 mins.	1	106	12	119	0	**2**	**6**	8	**50**	**201**	**1**	**252**	93	8	60	161
+15 mins.	0	107	**14**	121	**4**	2	4	**10**	32	158	1	191	90	4	72	166
+30 mins.	**2**	111	13	126	1	0	6	7	32	193	0	225	99	**11**	80	190
+45 mins.	0	**125**	11	**136**	1	1	2	4	40	197	0	237	**108**	10	**98**	**216**
Total Volume	3	449	50	502	6	5	18	29	154	749	2	905	390	33	310	733
% App. Total	0.6	89.4	10		20.7	17.2	62.1		17	82.8	0.2		53.2	4.5	42.3	
PHF	.375	.898	.893	.923	.375	.625	.750	.725	.770	.932	.500	.898	.903	.750	.791	.848

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Groups Printed- Passenger Vehicles

	Alabama Street Southbound				East 3rd Street Westbound				Alabama Street Northbound				East 3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	79	16	96	0	2	1	3	28	149	0	177	76	1	55	132	408
04:15 PM	1	76	13	90	0	1	2	3	22	138	2	162	72	3	55	130	385
04:30 PM	0	99	19	118	0	2	5	7	18	159	0	177	93	7	60	160	462
04:45 PM	1	98	22	121	3	2	3	8	40	193	1	234	90	4	61	155	518
Total	3	352	70	425	3	7	11	21	108	639	3	750	331	15	231	577	1773
05:00 PM	0	102	10	112	1	0	6	7	22	151	0	173	96	11	70	177	469
05:15 PM	0	106	13	119	1	1	2	4	28	188	0	216	107	10	91	208	547
05:30 PM	1	105	13	119	1	0	3	4	32	194	0	226	91	1	56	148	497
05:45 PM	0	121	10	131	0	0	4	4	23	195	3	221	91	2	50	143	499
Total	1	434	46	481	3	1	15	19	105	728	3	836	385	24	267	676	2012
Grand Total	4	786	116	906	6	8	26	40	213	1367	6	1586	716	39	498	1253	3785
Apprch %	0.4	86.8	12.8		15	20	65		13.4	86.2	0.4		57.1	3.1	39.7		
Total %	0.1	20.8	3.1	23.9	0.2	0.2	0.7	1.1	5.6	36.1	0.2	41.9	18.9	1	13.2	33.1	

	Alabama Street Southbound				East 3rd Street Westbound				Alabama Street Northbound				East 3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**1**	98	**22**	**121**	**3**	**2**	3	**8**	**40**	193	**1**	**234**	90	4	61	155	518
05:00 PM	0	102	10	112	1	0	**6**	7	22	151	0	173	96	**11**	70	177	469
05:15 PM	0	**106**	13	119	1	1	2	4	28	188	0	216	**107**	10	**91**	**208**	**547**
05:30 PM	1	105	13	119	1	0	3	4	32	**194**	0	226	91	1	56	148	497
Total Volume	2	411	58	471	6	3	14	23	122	726	1	849	384	26	278	688	2031
% App. Total	0.4	87.3	12.3		26.1	13	60.9		14.4	85.5	0.1		55.8	3.8	40.4		
PHF	.500	.969	.659	.973	.500	.375	.583	.719	.763	.936	.250	.907	.897	.591	.764	.827	.928

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E/W: East 3rd Street
Weather: Clear

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Site Code : 06718128
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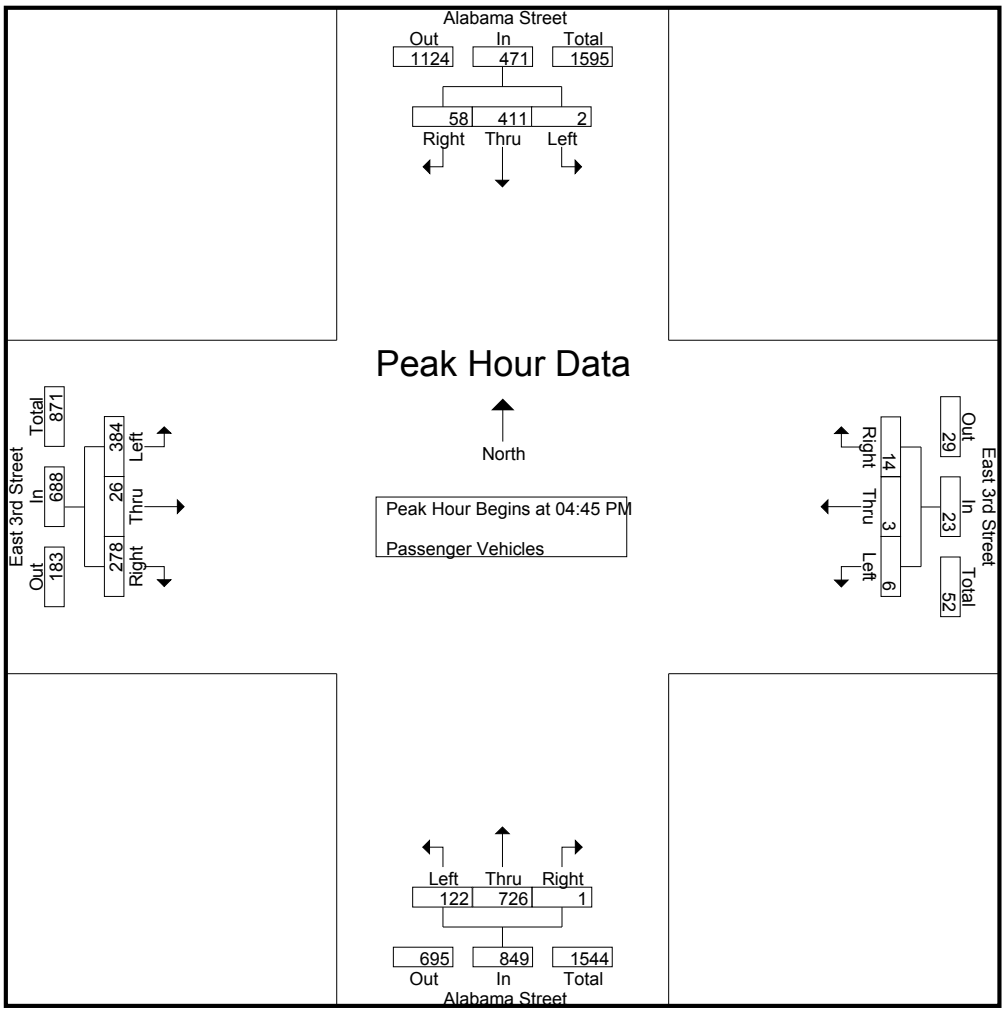

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	**1**	98	**22**	**121**	**3**	**2**	3	**8**	**40**	193	**1**	**234**	90	4	61	155
+15 mins.	0	102	10	112	1	0	**6**	7	22	151	0	173	96	**11**	70	177
+30 mins.	0	**106**	13	119	1	1	2	4	28	188	0	216	**107**	10	**91**	**208**
+45 mins.	1	105	13	119	1	0	3	4	32	**194**	0	226	91	1	56	148
Total Volume	2	411	58	471	6	3	14	23	122	726	1	849	384	26	278	688
% App. Total	0.4	87.3	12.3		26.1	13	60.9		14.4	85.5	0.1		55.8	3.8	40.4	
PHF	.500	.969	.659	.973	.500	.375	.583	.719	.763	.936	.250	.907	.897	.591	.764	.827

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Groups Printed- Large 2 Axle Vehicles

	Alabama Street Southbound				East 3rd Street Westbound				Alabama Street Northbound				East 3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	1	3	0	0	2	2	1	1	2	4	0	0	0	0	9
04:15 PM	0	0	2	2	0	0	0	0	0	2	0	2	1	0	1	2	6
04:30 PM	0	0	0	0	0	0	0	0	1	4	0	5	0	1	0	1	6
04:45 PM	0	1	0	1	1	0	0	1	0	2	0	2	0	0	0	0	4
Total	0	3	3	6	1	0	2	3	2	9	2	13	1	1	1	3	25
05:00 PM	0	2	1	3	0	0	0	0	2	3	1	6	1	0	1	2	11
05:15 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	1	1	5
05:30 PM	1	1	0	2	1	0	0	1	0	2	0	2	1	1	0	2	7
05:45 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	1	7	1	9	1	0	0	1	2	8	1	11	2	1	2	5	26
Grand Total	1	10	4	15	2	0	2	4	4	17	3	24	3	2	3	8	51
Apprch %	6.7	66.7	26.7		50	0	50		16.7	70.8	12.5		37.5	25	37.5		
Total %	2	19.6	7.8	29.4	3.9	0	3.9	7.8	7.8	33.3	5.9	47.1	5.9	3.9	5.9	15.7	

	Alabama Street Southbound				East 3rd Street Westbound				Alabama Street Northbound				East 3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	1	0	1	**1**	0	0	**1**	0	2	0	2	0	0	0	0	4
05:00 PM	0	**2**	**1**	**3**	0	0	0	0	**2**	**3**	**1**	**6**	**1**	0	**1**	**2**	**11**
05:15 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	1	1	5
05:30 PM	**1**	1	0	2	1	0	0	1	0	2	0	2	1	**1**	0	2	7
Total Volume	1	5	1	7	2	0	0	2	2	10	1	13	2	1	2	5	27
% App. Total	14.3	71.4	14.3		100	0	0		15.4	76.9	7.7		40	20	40		
PHF	.250	.625	.250	.583	.500	.000	.000	.500	.250	.833	.250	.542	.500	.250	.500	.625	.614

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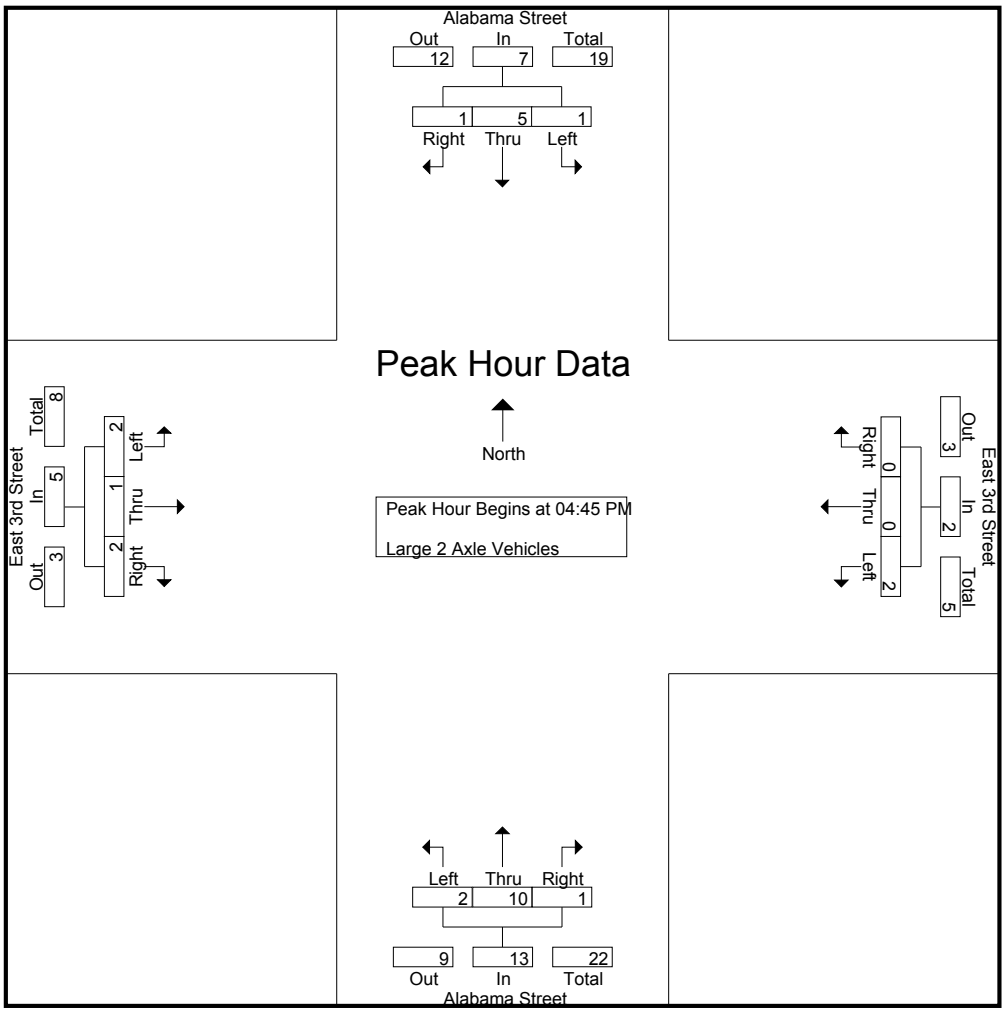

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	1	0	1	**1**	0	0	**1**	0	2	0	2	0	0	0	0
+15 mins.	0	**2**	**1**	**3**	0	0	0	0	**2**	**3**	**1**	**6**	**1**	0	**1**	**2**
+30 mins.	0	1	0	1	0	0	0	0	0	3	0	3	0	0	1	1
+45 mins.	**1**	1	0	2	1	0	0	1	0	2	0	2	1	**1**	0	2
Total Volume	1	5	1	7	2	0	0	2	2	10	1	13	2	1	2	5
% App. Total	14.3	71.4	14.3		100	0	0		15.4	76.9	7.7		40	20	40	
PHF	.250	.625	.250	.583	.500	.000	.000	.500	.250	.833	.250	.542	.500	.250	.500	.625

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Groups Printed- 3 Axle Vehicles

	Alabama Street Southbound				East 3rd Street Westbound				Alabama Street Northbound				East 3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	0	0	0	2	2	0	4	2	1	0	3	8
04:15 PM	0	1	2	3	0	0	0	0	0	0	0	0	1	0	4	5	8
04:30 PM	1	0	1	2	0	0	1	1	1	0	0	1	0	0	0	0	4
04:45 PM	0	0	2	2	0	0	1	1	1	1	0	2	0	0	8	8	13
Total	2	1	5	8	0	0	2	2	4	3	0	7	3	1	12	16	33
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	6	7	8
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	3	4	5
05:30 PM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	1	1	3
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	3	4
Total	1	1	0	2	0	0	0	0	3	0	0	3	2	0	13	15	20
Grand Total	3	2	5	10	0	0	2	2	7	3	0	10	5	1	25	31	53
Apprch %	30	20	50		0	0	100		70	30	0		16.1	3.2	80.6		
Total %	5.7	3.8	9.4	18.9	0	0	3.8	3.8	13.2	5.7	0	18.9	9.4	1.9	47.2	58.5	

	Alabama Street Southbound				East 3rd Street Westbound				Alabama Street Northbound				East 3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	**2**	**2**	0	0	**1**	**1**	**1**	**1**	0	**2**	0	0	**8**	**8**	**13**
05:00 PM	**1**	0	0	1	0	0	0	0	0	0	0	0	**1**	0	6	7	8
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	3	4	5
05:30 PM	0	**1**	0	1	0	0	0	0	1	0	0	1	0	0	1	1	3
Total Volume	1	1	2	4	0	0	1	1	3	1	0	4	2	0	18	20	29
% App. Total	25	25	50		0	0	100		75	25	0		10	0	90		
PHF	.250	.250	.250	.500	.000	.000	.250	.250	.750	.250	.000	.500	.500	.000	.563	.625	.558

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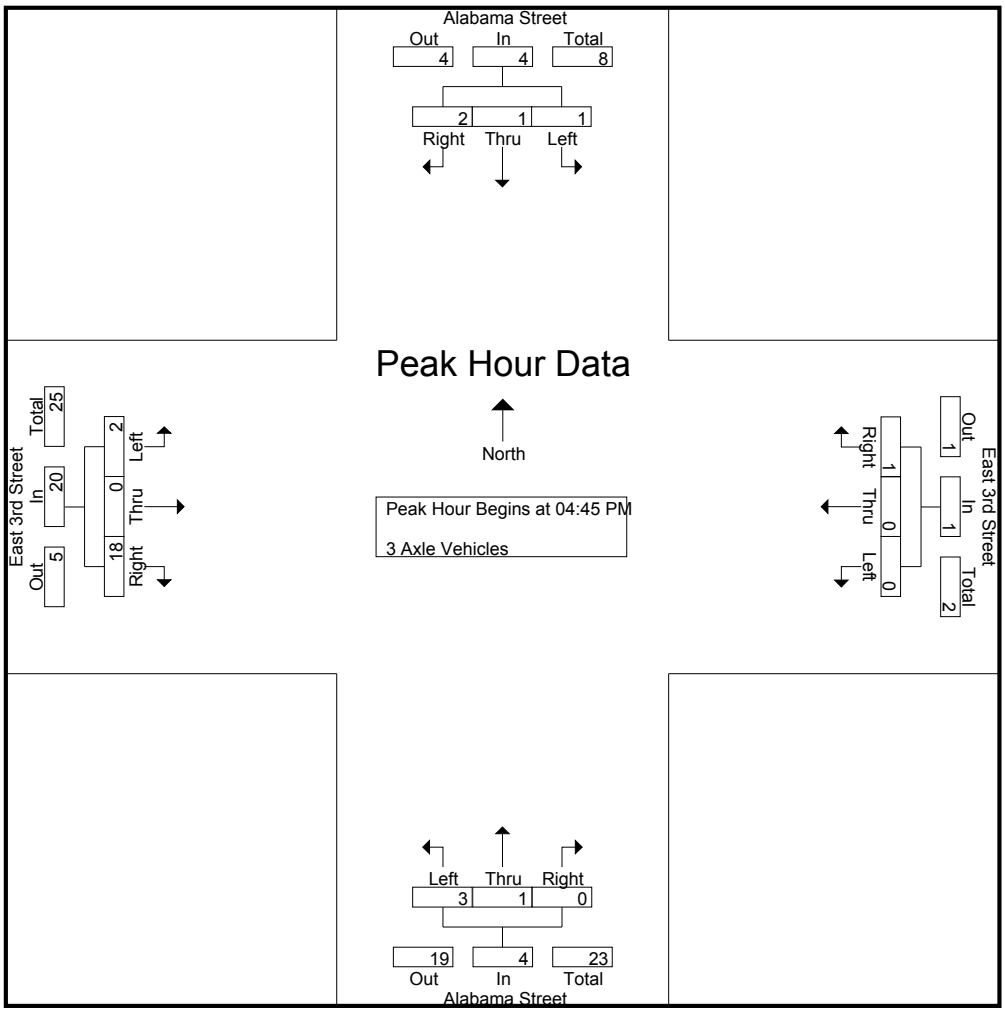

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	**2**	**2**	0	0	**1**	**1**	**1**	**1**	0	**2**	0	0	**8**	**8**
+15 mins.	**1**	0	0	1	0	0	0	0	0	0	0	0	**1**	0	6	7
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	1	0	3	4
+45 mins.	0	**1**	0	1	0	0	0	0	1	0	0	1	0	0	1	1
Total Volume	1	1	2	4	0	0	1	1	3	1	0	4	2	0	18	20
% App. Total	25	25	50		0	0	100		75	25	0		10	0	90	
PHF	.250	.250	.250	.500	.000	.000	.250	.250	.750	.250	.000	.500	.500	.000	.563	.625

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Groups Printed- 4+ Axle Trucks

	Alabama Street Southbound				East 3rd Street Westbound				Alabama Street Northbound				East 3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	4	1	5	0	0	1	1	4	1	0	5	1	0	0	1	12
04:15 PM	0	8	1	9	0	0	0	0	4	9	0	13	0	0	1	1	23
04:30 PM	0	2	0	2	0	0	0	0	5	5	0	10	0	0	0	0	12
04:45 PM	0	4	2	6	0	0	0	0	9	5	0	14	0	0	3	3	23
Total	0	18	4	22	0	0	1	1	22	20	0	42	1	0	4	5	70
05:00 PM	0	2	1	3	0	0	0	0	8	4	0	12	1	0	3	4	19
05:15 PM	0	0	1	1	0	0	0	0	3	2	0	5	0	0	3	3	9
05:30 PM	0	4	0	4	0	0	0	0	7	1	0	8	0	0	1	1	13
05:45 PM	0	1	1	2	0	0	0	0	3	3	0	6	0	0	6	6	14
Total	0	7	3	10	0	0	0	0	21	10	0	31	1	0	13	14	55
Grand Total	0	25	7	32	0	0	1	1	43	30	0	73	2	0	17	19	125
Apprch %	0	78.1	21.9		0	0	100		58.9	41.1	0		10.5	0	89.5		
Total %	0	20	5.6	25.6	0	0	0.8	0.8	34.4	24	0	58.4	1.6	0	13.6	15.2	

	Alabama Street Southbound				East 3rd Street Westbound				Alabama Street Northbound				East 3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**4**	**2**	**6**	0	0	0	0	**9**	**5**	0	**14**	0	0	**3**	3	**23**
05:00 PM	0	2	1	3	0	0	0	0	8	4	0	12	**1**	0	3	**4**	19
05:15 PM	0	0	1	1	0	0	0	0	3	2	0	5	0	0	3	3	9
05:30 PM	0	4	0	4	0	0	0	0	7	1	0	8	0	0	1	1	13
Total Volume	0	10	4	14	0	0	0	0	27	12	0	39	1	0	10	11	64
% App. Total	0	71.4	28.6		0	0	0		69.2	30.8	0		9.1	0	90.9		
PHF	.000	.625	.500	.583	.000	.000	.000	.000	.750	.600	.000	.696	.250	.000	.833	.688	.696

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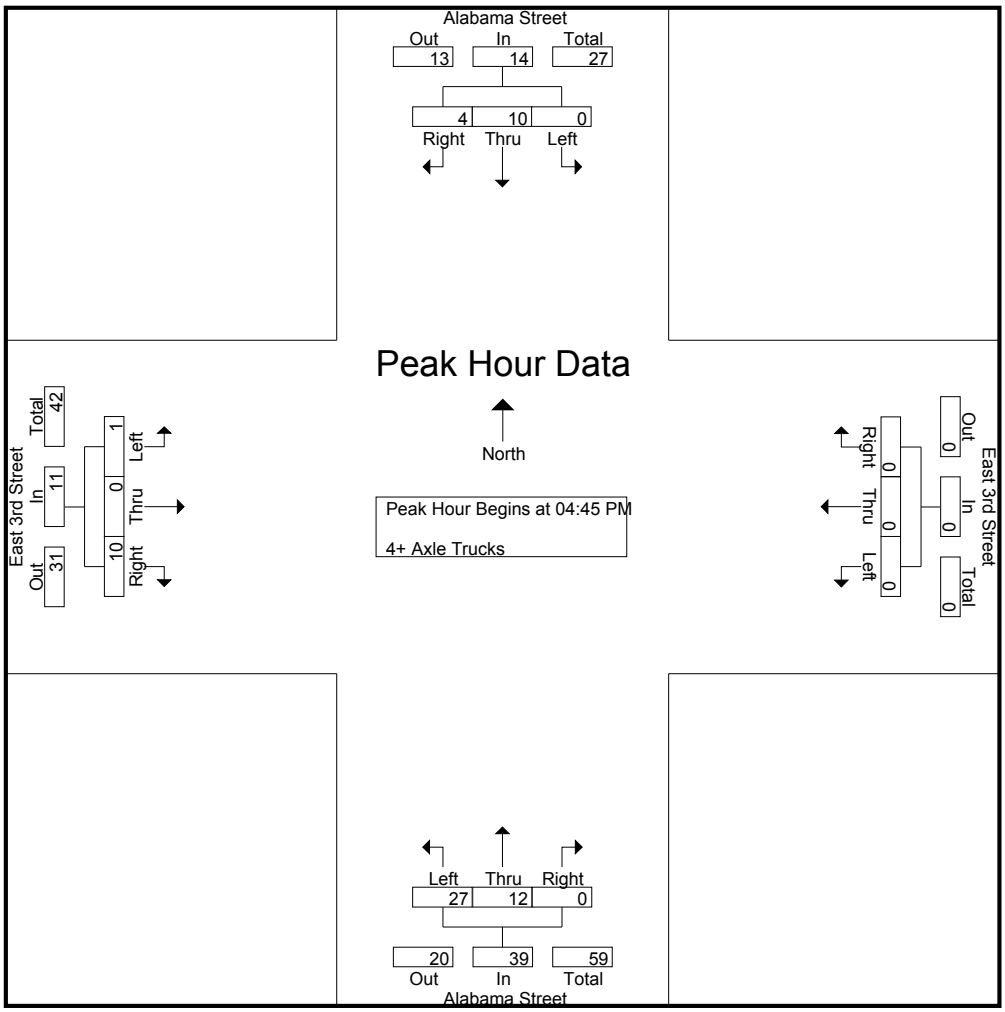

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	**4**	**2**	**6**	0	0	0	0	**9**	**5**	0	**14**	0	0	**3**	3
+15 mins.	0	2	1	3	0	0	0	0	8	4	0	12	**1**	0	3	**4**
+30 mins.	0	0	1	1	0	0	0	0	3	2	0	5	0	0	3	3
+45 mins.	0	4	0	4	0	0	0	0	7	1	0	8	0	0	1	1
Total Volume	0	10	4	14	0	0	0	0	27	12	0	39	1	0	10	11
% App. Total	0	71.4	28.6		0	0	0		69.2	30.8	0		9.1	0	90.9	
PHF	.000	.625	.500	.583	.000	.000	.000	.000	.750	.600	.000	.696	.250	.000	.833	.688

APPENDIX D:
SIGNAL WARRANT WORKSHEETS

Warrants Summary Report

15: West Driveway 1 & Palmetto Avenue

Intersection Informatior

	Major Street	Minor Street
Street Name	-	West Driveway 1
Direction		EB/WB/SB
Number of Lane:	1	2
Approach Speed	-	30

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	0 Hours met (4 required)
Warrant 3, Peak Hour		
	No	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)
Warrant 4, Pedestrian Volume		
	No	
Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)
Warrant 5, School Crossing		
	No	

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrant 1, Eight-Hour Vehicular Volume

No

Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)

Warrant 2, Four-Hour Vehicular Volume

No 0 Hours met (4 required)

Warrant 3, Peak Hour

No

Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)

Warrant 4, Pedestrian Volume

No

Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)

Warrant 5, School Crossing

No

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrant 1, Eight-Hour Vehicular Volume

No

Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)

Warrant 2, Four-Hour Vehicular Volume

	No	0 Hours met (4 required)

Warrant 3, Peak Hour

	No	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)

Warrant 4, Pedestrian Volume

	No	
Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)

Warrant 5, School Crossing

No

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

	No	
Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrant 1, Eight-Hour Vehicular Volume

No

Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)

Warrant 2, Four-Hour Vehicular Volume

No 0 Hours met (4 required)

Warrant 3, Peak Hour

No

Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)

Warrant 4, Pedestrian Volume

No

Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)

Warrant 5, School Crossing

No

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrant 1, Eight-Hour Vehicular Volume

No

Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)

Warrant 2, Four-Hour Vehicular Volume

No 0 Hours met (4 required)

Warrant 3, Peak Hour

No

Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)

Warrant 4, Pedestrian Volume

No

Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)

Warrant 5, School Crossing

No

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrants Summary Report

15: West Driveway 1 & Palmetto Avenue

Intersection Informatior

	Major Street	Minor Street
Street Name	-	West Driveway 1
Direction		EB/WB/SB
Number of Lane:	1	2
Approach Speed	-	30

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	0 Hours met (4 required)
Warrant 3, Peak Hour		
	No	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)
Warrant 4, Pedestrian Volume		
	No	
Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)
Warrant 5, School Crossing		
	No	

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrant 1, Eight-Hour Vehicular Volume

No

Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)

Warrant 2, Four-Hour Vehicular Volume

No 0 Hours met (4 required)

Warrant 3, Peak Hour

No

Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)

Warrant 4, Pedestrian Volume

No

Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)

Warrant 5, School Crossing

No

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrant 1, Eight-Hour Vehicular Volume

No

Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)

Warrant 2, Four-Hour Vehicular Volume

	No	0 Hours met (4 required)

Warrant 3, Peak Hour

	No	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)

Warrant 4, Pedestrian Volume

	No	
Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)

Warrant 5, School Crossing

No

Warrant 6, Coordinated Signal System

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Warrant 7, Crash Experience

	No	
Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

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Warrant 1, Eight-Hour Vehicular Volume

No

Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)

Warrant 2, Four-Hour Vehicular Volume

No 0 Hours met (4 required)

Warrant 3, Peak Hour

No

Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)

Warrant 4, Pedestrian Volume

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Peds > 100 Conditio	No	0 Hours met (4 required)
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Warrant 8, Roadway Network

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No 0 Hours met (4 required)

Warrant 3, Peak Hour

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Condition A Met?	No	0 Hours met (1 required)
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Warrant 6, Coordinated Signal System

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Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrants Summary Report

15: West Driveway 1 & Palmetto Avenue

Intersection Informatior

	Major Street	Minor Street
Street Name	-	West Driveway 1
Direction		EB/WB/SB
Number of Lane:	1	2
Approach Speed	-	30

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	0 Hours met (4 required)
Warrant 3, Peak Hour		
	No	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)
Warrant 4, Pedestrian Volume		
	No	
Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)
Warrant 5, School Crossing		
	No	

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrant 1, Eight-Hour Vehicular Volume

No

Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)

Warrant 2, Four-Hour Vehicular Volume

No 0 Hours met (4 required)

Warrant 3, Peak Hour

No

Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)

Warrant 4, Pedestrian Volume

No

Peds > 100 Conditio	No	0 Hours met (4 required)
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Warrant 5, School Crossing

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Warrant 6, Coordinated Signal System

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Warrant 7, Crash Experience

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Traffic Volume Condi	No	0 Hours met (8 required)
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Warrant 8, Roadway Network

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Warrant 1, Eight-Hour Vehicular Volume

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Warrant 2, Four-Hour Vehicular Volume

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Warrant 8, Roadway Network

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Warrant 6, Coordinated Signal System

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Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrants Summary Report

15: West Driveway 1 & Palmetto Avenue

Intersection Informatior

	Major Street	Minor Street
Street Name	-	West Driveway 1
Direction		EB/WB/SB
Number of Lane:	1	2
Approach Speed	-	30

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	0 Hours met (4 required)
Warrant 3, Peak Hour		
	No	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)
Warrant 4, Pedestrian Volume		
	No	
Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)
Warrant 5, School Crossing		
	No	

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

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Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

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Warrant 1, Eight-Hour Vehicular Volume

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Warrant 3, Peak Hour

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Warrant 7, Crash Experience

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Warrant 8, Roadway Network

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Warrant 6, Coordinated Signal System

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Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrants Summary Report

15: West Driveway 1 & Palmetto Avenue

Intersection Informatior

	Major Street	Minor Street
Street Name	-	West Driveway 1
Direction		EB/WB/SB
Number of Lane:	1	2
Approach Speed	-	30

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	0 Hours met (4 required)
Warrant 3, Peak Hour		
	No	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)
Warrant 4, Pedestrian Volume		
	No	
Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)
Warrant 5, School Crossing		
	No	

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

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Warrant 1, Eight-Hour Vehicular Volume

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Warrant 7, Crash Experience

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Warrant 8, Roadway Network

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Condition A Met?	No	0 Hours met (1 required)
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Warrant 4, Pedestrian Volume

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Warrant 5, School Crossing

No

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrants Summary Report

15: West Driveway 1 & Palmetto Avenue

Intersection Informatior

	Major Street	Minor Street
Street Name	-	West Driveway 1
Direction		EB/WB/SB
Number of Lane:	1	2
Approach Speed	-	30

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	0 Hours met (4 required)
Warrant 3, Peak Hour		
	No	
Condition A Met?	No	0 Hours met (1 required)
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Warrant 4, Pedestrian Volume		
	No	
Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)
Warrant 5, School Crossing		
	No	

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
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Warrant 8, Roadway Network

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Warrant 1, Eight-Hour Vehicular Volume

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Condition A or B Met	No	0 Hours met (8 required)
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Warrant 2, Four-Hour Vehicular Volume

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Warrant 3, Peak Hour

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Condition A Met?	No	0 Hours met (1 required)
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Warrant 4, Pedestrian Volume

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Warrant 7, Crash Experience

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Traffic Volume Condi	No	0 Hours met (8 required)
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Warrant 8, Roadway Network

No

Warrants Summary Report

15: West Driveway 1 & Palmetto Avenue

Intersection Informatior

	Major Street	Minor Street
Street Name	-	West Driveway 1
Direction		EB/WB/SB
Number of Lane:	1	2
Approach Speed	-	30

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	No	
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Warrant 6, Coordinated Signal System

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Warrant 7, Crash Experience

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Warrant 8, Roadway Network

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No

Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrants Summary Report

15: West Driveway 1 & Palmetto Avenue

Intersection Informatior

	Major Street	Minor Street
Street Name	-	West Driveway 1
Direction		EB/WB/SB
Number of Lane:	1	2
Approach Speed	-	30

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	0 Hours met (4 required)
Warrant 3, Peak Hour		
	No	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)
Warrant 4, Pedestrian Volume		
	No	
Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)
Warrant 5, School Crossing		
	No	

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrant 1, Eight-Hour Vehicular Volume

No

Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)

Warrant 2, Four-Hour Vehicular Volume

No 0 Hours met (4 required)

Warrant 3, Peak Hour

No

Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)

Warrant 4, Pedestrian Volume

No

Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)

Warrant 5, School Crossing

No

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrant 1, Eight-Hour Vehicular Volume

No

Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)

Warrant 2, Four-Hour Vehicular Volume

	No	0 Hours met (4 required)

Warrant 3, Peak Hour

	No	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)

Warrant 4, Pedestrian Volume

	No	
Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)

Warrant 5, School Crossing

No

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

	No	
Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrant 1, Eight-Hour Vehicular Volume

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Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)

Warrant 2, Four-Hour Vehicular Volume

No 0 Hours met (4 required)

Warrant 3, Peak Hour

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Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)

Warrant 4, Pedestrian Volume

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Peds > 100 Conditio	No	0 Hours met (4 required)
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Warrant 5, School Crossing

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Warrant 6, Coordinated Signal System

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Warrant 7, Crash Experience

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Traffic Volume Condi	No	0 Hours met (8 required)
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Warrant 8, Roadway Network

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Warrant 2, Four-Hour Vehicular Volume

No 0 Hours met (4 required)

Warrant 3, Peak Hour

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Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)

Warrant 4, Pedestrian Volume

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Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)

Warrant 5, School Crossing

No

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrants Summary Report

15: West Driveway 1 & Palmetto Avenue

Intersection Informatior

	Major Street	Minor Street
Street Name	-	West Driveway 1
Direction		EB/WB/SB
Number of Lane:	1	2
Approach Speed	-	30

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	0 Hours met (4 required)
Warrant 3, Peak Hour		
	No	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)
Warrant 4, Pedestrian Volume		
	No	
Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)
Warrant 5, School Crossing		
	No	

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrant 1, Eight-Hour Vehicular Volume

No

Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)

Warrant 2, Four-Hour Vehicular Volume

No 0 Hours met (4 required)

Warrant 3, Peak Hour

No

Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)

Warrant 4, Pedestrian Volume

No

Peds > 100 Conditio	No	0 Hours met (4 required)
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Warrant 5, School Crossing

No

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

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Traffic Volume Condi	No	0 Hours met (8 required)
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Warrant 8, Roadway Network

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Warrant 7, Crash Experience

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Warrant 8, Roadway Network

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Warrant 7, Crash Experience

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Warrant 5, School Crossing

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Warrant 6, Coordinated Signal System

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Warrant 7, Crash Experience

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Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrants Summary Report

15: West Driveway 1 & Palmetto Avenue

Intersection Informatior

	Major Street	Minor Street
Street Name	-	West Driveway 1
Direction		EB/WB/SB
Number of Lane:	1	2
Approach Speed	-	30

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	0 Hours met (4 required)
Warrant 3, Peak Hour		
	No	
Condition A Met?	No	0 Hours met (1 required)
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Warrant 4, Pedestrian Volume		
	No	
Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)
Warrant 5, School Crossing		
	No	

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

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Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

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Warrant 7, Crash Experience

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Warrant 8, Roadway Network

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Warrant 7, Crash Experience

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Warrant 8, Roadway Network

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Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
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Warrant 8, Roadway Network

No

Warrants Summary Report

15: West Driveway 1 & Palmetto Avenue

Intersection Informatior

	Major Street	Minor Street
Street Name	-	West Driveway 1
Direction		EB/WB/SB
Number of Lane:	1	2
Approach Speed	-	30

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	0 Hours met (4 required)
Warrant 3, Peak Hour		
	No	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)
Warrant 4, Pedestrian Volume		
	No	
Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)
Warrant 5, School Crossing		
	No	

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
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Warrant 8, Roadway Network

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Warrant 5, School Crossing

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Warrant 7, Crash Experience

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Warrant 8, Roadway Network

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Warrant 6, Coordinated Signal System

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Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrants Summary Report

15: West Driveway 1 & Palmetto Avenue

Intersection Informatior

	Major Street	Minor Street
Street Name	-	West Driveway 1
Direction		EB/WB/SB
Number of Lane:	1	2
Approach Speed	-	30

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	0 Hours met (4 required)
Warrant 3, Peak Hour		
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Condition A Met?	No	0 Hours met (1 required)
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Warrant 4, Pedestrian Volume		
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Peds > 100 Conditio	No	0 Hours met (4 required)
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Warrant 5, School Crossing		
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Warrant 6, Coordinated Signal System

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Warrant 7, Crash Experience

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Traffic Volume Condi	No	0 Hours met (8 required)
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Warrant 8, Roadway Network

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Warrant 1, Eight-Hour Vehicular Volume

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Condition A or B Met	No	0 Hours met (8 required)
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Warrant 7, Crash Experience

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Warrant 8, Roadway Network

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Warrant 6, Coordinated Signal System

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Warrant 7, Crash Experience

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Traffic Volume Condi	No	0 Hours met (8 required)
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Warrant 8, Roadway Network

No

Warrants Summary Report

15: West Driveway 1 & Palmetto Avenue

Intersection Informatior

	Major Street	Minor Street
Street Name	-	West Driveway 1
Direction		EB/WB/SB
Number of Lane:	1	2
Approach Speed	-	30

Warrant	Met?	Notes
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	No	
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Warrant 6, Coordinated Signal System

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Warrant 7, Crash Experience

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Warrant 8, Roadway Network

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Warrant 6, Coordinated Signal System

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Warrant 7, Crash Experience

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Traffic Volume Condi	No	0 Hours met (8 required)
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Warrant 8, Roadway Network

No

Warrants Summary Report

15: West Driveway 1 & Palmetto Avenue

Intersection Informatior

	Major Street	Minor Street
Street Name	-	West Driveway 1
Direction		EB/WB/SB
Number of Lane:	1	2
Approach Speed	-	30

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	0 Hours met (4 required)
Warrant 3, Peak Hour		
	No	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)
Warrant 4, Pedestrian Volume		
	No	
Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)
Warrant 5, School Crossing		
	No	

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrant 1, Eight-Hour Vehicular Volume

No

Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)

Warrant 2, Four-Hour Vehicular Volume

No 0 Hours met (4 required)

Warrant 3, Peak Hour

No

Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)

Warrant 4, Pedestrian Volume

No

Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)

Warrant 5, School Crossing

No

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrant 1, Eight-Hour Vehicular Volume

No

Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)

Warrant 2, Four-Hour Vehicular Volume

	No	0 Hours met (4 required)

Warrant 3, Peak Hour

	No	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)

Warrant 4, Pedestrian Volume

	No	
Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)

Warrant 5, School Crossing

No

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

	No	
Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrant 1, Eight-Hour Vehicular Volume

No

Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)

Warrant 2, Four-Hour Vehicular Volume

No 0 Hours met (4 required)

Warrant 3, Peak Hour

No

Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)

Warrant 4, Pedestrian Volume

No

Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)

Warrant 5, School Crossing

No

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrant 1, Eight-Hour Vehicular Volume

No

Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)

Warrant 2, Four-Hour Vehicular Volume

No 0 Hours met (4 required)

Warrant 3, Peak Hour

No

Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)

Warrant 4, Pedestrian Volume

No

Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)

Warrant 5, School Crossing

No

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrants Summary Report

15: West Driveway 1 & Palmetto Avenue

Intersection Informatior

	Major Street	Minor Street
Street Name	-	West Driveway 1
Direction		EB/WB/SB
Number of Lane:	1	2
Approach Speed	-	30

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	0 Hours met (4 required)
Warrant 3, Peak Hour		
	No	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)
Warrant 4, Pedestrian Volume		
	No	
Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)
Warrant 5, School Crossing		
	No	

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrant 1, Eight-Hour Vehicular Volume

No

Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)

Warrant 2, Four-Hour Vehicular Volume

No 0 Hours met (4 required)

Warrant 3, Peak Hour

No

Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)

Warrant 4, Pedestrian Volume

No

Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)

Warrant 5, School Crossing

No

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrant 1, Eight-Hour Vehicular Volume

No

Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)

Warrant 2, Four-Hour Vehicular Volume

	No	0 Hours met (4 required)

Warrant 3, Peak Hour

	No	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)

Warrant 4, Pedestrian Volume

	No	
Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)

Warrant 5, School Crossing

No

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

	No	
Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrant 1, Eight-Hour Vehicular Volume

No

Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)

Warrant 2, Four-Hour Vehicular Volume

No 0 Hours met (4 required)

Warrant 3, Peak Hour

No

Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)

Warrant 4, Pedestrian Volume

No

Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)

Warrant 5, School Crossing

No

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrant 1, Eight-Hour Vehicular Volume

No

Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)

Warrant 2, Four-Hour Vehicular Volume

No 0 Hours met (4 required)

Warrant 3, Peak Hour

No

Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)

Warrant 4, Pedestrian Volume

No

Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)

Warrant 5, School Crossing

No

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrants Summary Report

15: West Driveway 1 & Palmetto Avenue

Intersection Informatior

	Major Street	Minor Street
Street Name	-	West Driveway 1
Direction		EB/WB/SB
Number of Lane:	1	2
Approach Speed	-	30

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	0 Hours met (4 required)
Warrant 3, Peak Hour		
	No	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)
Warrant 4, Pedestrian Volume		
	No	
Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)
Warrant 5, School Crossing		
	No	

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrant 1, Eight-Hour Vehicular Volume

No

Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)

Warrant 2, Four-Hour Vehicular Volume

No 0 Hours met (4 required)

Warrant 3, Peak Hour

No

Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)

Warrant 4, Pedestrian Volume

No

Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)

Warrant 5, School Crossing

No

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrant 1, Eight-Hour Vehicular Volume

No

Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)

Warrant 2, Four-Hour Vehicular Volume

	No	0 Hours met (4 required)

Warrant 3, Peak Hour

	No	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)

Warrant 4, Pedestrian Volume

	No	
Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)

Warrant 5, School Crossing

No

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

	No	
Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrant 1, Eight-Hour Vehicular Volume

No

Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)

Warrant 2, Four-Hour Vehicular Volume

No 0 Hours met (4 required)

Warrant 3, Peak Hour

No

Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)

Warrant 4, Pedestrian Volume

No

Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)

Warrant 5, School Crossing

No

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrant 1, Eight-Hour Vehicular Volume

No

Condition A or B Met	No	0 Hours met (8 required)
Condition A and B M	No	0 Hours met (8 required)

Warrant 2, Four-Hour Vehicular Volume

No 0 Hours met (4 required)

Warrant 3, Peak Hour

No

Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)

Warrant 4, Pedestrian Volume

No

Peds > 100 Conditio	No	0 Hours met (4 required)
Peds > 190 Conditio	No	0 Hours met (1 required)

Warrant 5, School Crossing

No

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

No

Traffic Volume Condi	No	0 Hours met (8 required)
Ped Condition?	No	0 Hours met (8 required)

Warrant 8, Roadway Network

No

APPENDIX E:
LEVEL OF SERVICE CALCULATION WORKSHEETS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	224	2	127	576	537	0	0	536	681
Future Volume (veh/h)	0	0	0	224	2	127	576	537	0	0	536	681
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1700	1800	1800	1700	1800	0	0	1800	1800
Adj Flow Rate, veh/h				241	2	137	619	577	0	0	576	732
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.95	0.95	0.93	0.93
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				267	2	240	614	2626	0	0	1725	536
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	2.00
Prop Arrive On Green				0.16	0.16	0.16	0.76	1.00	0.00	0.00	0.70	0.70
Unsig. Movement Delay												
Ln Grp Delay, s/veh				79.0	0.0	49.8	40.6	0.1	0.0	0.0	12.9	194.5
Ln Grp LOS				E	A	D	F	A	A	A	B	F
Approach Vol, veh/h					380			1196			1308	
Approach Delay, s/veh					68.5			21.1			114.6	
Approach LOS					E			C			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		96.6	23.4		50.0	46.6		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		91.5	19.5		45.5	41.5		
Max Allow Headway (MAH), s		5.2	4.9		3.8	4.5		
Max Q Clear (g_c+I1), s		2.0	18.7		47.5	44.1		
Green Ext Time (g_e), s		4.6	0.2		0.0	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	1.00		1.00	0.00		
Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			1701		1619	0		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3510	14			5076		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1525			1525		
Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0
Lane Assignment			L+T		L (Prot)			

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	243	0	619	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1715	0	1619	0	0	0
Q Serve Time (g_s), s	0.0	0.0	16.7	0.0	45.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	16.7	0.0	45.5	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	42.1	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.99	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	270	0	614	0	0	0
V/C Ratio (X)	0.00	0.00	0.90	0.00	1.01	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	279	0	614	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.44	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	49.7	0.0	14.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	29.4	0.0	26.1	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	79.0	0.0	40.6	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	7.1	0.0	5.8	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	2.2	0.0	4.5	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	9.3	0.0	10.2	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.19	0.00	0.93	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	3	0	0
Grp Vol (v), veh/h	0	577	0	0	0	576	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	0	0	1638	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	2626	0	0	0	1725	0	0
V/C Ratio (X)	0.00	0.22	0.00	0.00	0.00	0.33	0.00	0.00
Avail Cap (c_a), veh/h	0	2626	0	0	0	1725	0	0
Upstream Filter (I)	0.00	0.44	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	12.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.1	0.0	0.0	0.0	12.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	137	0	0	732	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1525	0	0	1525	0	0
Q Serve Time (g_s), s	0.0	0.0	10.0	0.0	0.0	42.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	10.0	0.0	0.0	42.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	240	0	0	536	0	0
V/C Ratio (X)	0.00	0.00	0.57	0.00	0.00	1.37	0.00	0.00
Avail Cap (c_a), veh/h	0	0	248	0	0	536	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	46.8	0.0	0.0	17.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	2.9	0.0	0.0	176.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	49.8	0.0	0.0	194.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	3.8	0.0	0.0	7.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.2	0.0	0.0	26.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	4.0	0.0	0.0	33.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.08	0.00	0.00	0.73	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	49.1	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	69.7
HCM 6th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	528	3	478	0	0	0	0	652	288	74	486	0
Future Volume (veh/h)	528	3	478	0	0	0	0	652	288	74	486	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800				0	1800	1800	1800	1800	0
Adj Flow Rate, veh/h	568	3	514				0	701	310	80	523	0
Peak Hour Factor	0.93	0.93	0.93				0.95	0.93	0.93	0.93	0.93	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	555	3	502				0	862	268	99	926	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	1.00	1.00
Prop Arrive On Green	0.65	0.65	0.65				0.00	0.35	0.35	0.12	0.27	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	54.7	0.0	0.0				0.0	45.4	143.6	84.1	40.0	0.0
Ln Grp LOS	F	A	A				A	D	F	F	D	A
Approach Vol, veh/h		1085						1011			603	
Approach Delay, s/veh		54.7						75.5			45.9	
Approach LOS		D						E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		12.0		4.0		
Phs Duration (G+Y+Rc), s	11.4	25.6		83.0		37.0		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	7.5	20.5		78.5		32.5		
Max Allow Headway (MAH), s	3.8	4.9		5.4		5.2		
Max Q Clear (g_c+I1), s	7.5	23.1		80.5		17.8		
Green Ext Time (g_e), s	0.0	0.0		0.0		3.0		
Prob of Phs Call (p_c)	0.93	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	1714	0		848				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5076		4		3510		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1525		767		0		

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

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	80	0	0	1085	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1714	0	0	1620	0	0	0	0
Q Serve Time (g_s), s	5.5	0.0	0.0	78.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	5.5	0.0	0.0	78.5	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	21.1	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.52	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	99	0	0	1059	0	0	0	0
V/C Ratio (X)	0.81	0.00	0.00	1.02	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	107	0	0	1059	0	0	0	0
Upstream Filter (I)	0.95	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	52.4	0.0	0.0	20.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	31.7	0.0	0.0	33.9	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	84.1	0.0	0.0	54.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	2.2	0.0	0.0	26.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.9	0.0	0.0	10.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	3.1	0.0	0.0	36.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.28	0.00	0.00	0.62	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	6.4	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	3	0	0	0	2	0	0
Grp Vol (v), veh/h	0	701	0	0	0	523	0	0
Grp Sat Flow (s), veh/h/ln	0	1638	0	0	0	1710	0	0
Q Serve Time (g_s), s	0.0	15.5	0.0	0.0	0.0	15.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.5	0.0	0.0	0.0	15.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	862	0	0	0	926	0	0
V/C Ratio (X)	0.00	0.81	0.00	0.00	0.00	0.56	0.00	0.00
Avail Cap (c_a), veh/h	0	862	0	0	0	926	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.95	0.00	0.00
Uniform Delay (d1), s/veh	0.0	37.2	0.0	0.0	0.0	37.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	8.3	0.0	0.0	0.0	2.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	45.4	0.0	0.0	0.0	40.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.2	0.0	0.0	0.0	6.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.8	0.0	0.0	0.0	6.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.19	0.00	0.00	0.00	0.63	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	310	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1525	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	21.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	21.1	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.47	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	268	0	0	0	0	0	0
V/C Ratio (X)	0.00	1.16	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	268	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	38.9	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	104.7	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	143.6	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	7.8	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.46	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	10.6	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		60.5						
HCM 6th LOS		E						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	220	41	370	645	111	47	166	203	169	430	48
Future Volume (veh/h)	14	220	41	370	645	111	47	166	203	169	430	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	14	227	42	381	665	114	48	171	209	174	443	49
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	27	318	58	415	980	168	63	1102	491	204	1271	140
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.02	0.11	0.11	0.24	0.34	0.34	0.04	0.32	0.32	0.13	0.41	0.41
Unsig. Movement Delay												
Ln Grp Delay, s/veh	59.1	43.4	44.0	53.6	27.5	27.5	59.7	22.1	26.6	65.9	19.7	19.7
Ln Grp LOS	E	D	D	D	C	C	E	C	C	E	B	B
Approach Vol, veh/h		283			1160			428			666	
Approach Delay, s/veh		44.5			36.1			28.5			31.8	
Approach LOS		D			D			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	15.8	33.5	26.3	14.4	8.0	41.3	6.0	34.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	11.5	19.0	23.5	18.0	6.8	23.7	5.3	36.2
Max Allow Headway (MAH), s	3.8	4.6	3.8	5.3	3.8	5.3	3.8	5.3
Max Q Clear (g_c+I1), s	11.5	11.7	21.5	9.0	4.6	10.9	2.8	19.7
Green Ext Time (g_e), s	0.0	1.0	0.3	1.0	0.0	2.4	0.0	4.6
Prob of Phs Call (p_c)	0.99	1.00	1.00	1.00	0.70	1.00	0.30	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.21	1.00	0.00	1.00	0.18

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1619	1714	1619	1619

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3420	2889	3106	2920

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1525	526	342	500

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	174	0	381	0	48	0	14	0
Grp Sat Flow (s), veh/h/ln	1619	0	1714	0	1619	0	1619	0
Q Serve Time (g_s), s	9.5	0.0	19.5	0.0	2.6	0.0	0.8	0.0
Cycle Q Clear Time (g_c), s	9.5	0.0	19.5	0.0	2.6	0.0	0.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	204	0	415	0	63	0	27	0
V/C Ratio (X)	0.85	0.00	0.92	0.00	0.76	0.00	0.53	0.00
Avail Cap (c_a), veh/h	207	0	448	0	122	0	95	0
Upstream Filter (I)	1.00	0.00	0.84	0.00	0.98	0.00	1.00	0.00
Uniform Delay (d1), s/veh	38.5	0.0	33.3	0.0	42.8	0.0	43.9	0.0
Incr Delay (d2), s/veh	27.4	0.0	20.3	0.0	16.9	0.0	15.2	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	65.9	0.0	53.6	0.0	59.7	0.0	59.1	0.0
1st-Term Q (Q1), veh/ln	3.7	0.0	7.9	0.0	1.0	0.0	0.3	0.0
2nd-Term Q (Q2), veh/ln	1.5	0.0	2.3	0.0	0.3	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	5.2	0.0	10.2	0.0	1.3	0.0	0.4	0.0
%ile Storage Ratio (RQ%)	0.08	0.00	0.10	0.00	0.07	0.00	0.01	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	1	0	1
Grp Vol (v), veh/h	0	171	0	133	0	243	0	389
Grp Sat Flow (s), veh/h/ln	0	1710	0	1710	0	1710	0	1710
Q Serve Time (g_s), s	0.0	3.2	0.0	6.7	0.0	8.8	0.0	17.6
Cycle Q Clear Time (g_c), s	0.0	3.2	0.0	6.7	0.0	8.8	0.0	17.6
Lane Grp Cap (c), veh/h	0	1102	0	188	0	700	0	574
V/C Ratio (X)	0.00	0.16	0.00	0.71	0.00	0.35	0.00	0.68
Avail Cap (c_a), veh/h	0	1102	0	342	0	700	0	688
Upstream Filter (I)	0.00	0.98	0.00	1.00	0.00	1.00	0.00	0.84
Uniform Delay (d1), s/veh	0.0	21.8	0.0	38.6	0.0	18.3	0.0	25.7
Incr Delay (d2), s/veh	0.0	0.3	0.0	4.8	0.0	1.4	0.0	1.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.1	0.0	43.4	0.0	19.7	0.0	27.5
1st-Term Q (Q1), veh/ln	0.0	1.3	0.0	2.8	0.0	3.4	0.0	6.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.3	0.0	0.3

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.3	0.0	3.0	0.0	3.6	0.0	7.2
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.04	0.00	0.06	0.00	0.07
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	209	0	136	0	249	0	390
Grp Sat Flow (s), veh/h/ln	0	1525	0	1705	0	1738	0	1710
Q Serve Time (g_s), s	0.0	9.7	0.0	7.0	0.0	8.9	0.0	17.7
Cycle Q Clear Time (g_c), s	0.0	9.7	0.0	7.0	0.0	8.9	0.0	17.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.31	0.00	0.20	0.00	0.29
Lane Grp Cap (c), veh/h	0	491	0	188	0	711	0	574
V/C Ratio (X)	0.00	0.43	0.00	0.73	0.00	0.35	0.00	0.68
Avail Cap (c_a), veh/h	0	491	0	341	0	711	0	688
Upstream Filter (I)	0.00	0.98	0.00	1.00	0.00	1.00	0.00	0.84
Uniform Delay (d1), s/veh	0.0	24.0	0.0	38.7	0.0	18.3	0.0	25.7
Incr Delay (d2), s/veh	0.0	2.6	0.0	5.2	0.0	1.4	0.0	1.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.6	0.0	44.0	0.0	19.7	0.0	27.5
1st-Term Q (Q1), veh/ln	0.0	3.4	0.0	2.9	0.0	3.5	0.0	6.9
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.3	0.0	0.3	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.8	0.0	3.1	0.0	3.7	0.0	7.2
%ile Storage Ratio (RQ%)	0.00	0.19	0.00	0.04	0.00	0.06	0.00	0.07
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	34.6
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	2	223	3	3	27	175	275	4	15	632	217
Future Volume (veh/h)	106	2	223	3	3	27	175	275	4	15	632	217
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	118	2	0	3	3	30	194	306	4	17	702	241
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	180	283		96	34	51	227	2222	29	32	1305	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.06	0.16	0.00	0.04	0.04	0.04	0.14	0.64	0.64	0.02	0.52	0.52
Unsig. Movement Delay												
Ln Grp Delay, s/veh	40.9	26.7	0.0	35.1	0.0	46.2	57.6	5.5	5.5	46.2	13.7	13.7
Ln Grp LOS	D	C		D	A	D	E	A	A	D	B	B
Approach Vol, veh/h		120			36			504			960	
Approach Delay, s/veh		40.6			44.3			25.5			14.3	
Approach LOS		D			D			C			B	

Timer:		1	2	3	4	5	6	7	8
Assigned Phs		1	2		4	5	6	7	8
Case No		2.0	4.0		3.0	2.0	4.0	2.0	8.3
Phs Duration (G+Y+Rc), s		6.0	52.7		16.3	15.0	43.7	9.1	7.2
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s		5.0	28.9		27.6	10.5	23.4	5.1	18.0
Max Allow Headway (MAH), s		3.8	5.2		5.2	3.8	5.3	3.8	5.5
Max Q Clear (g_c+I1), s		2.8	4.6		2.1	10.8	16.0	4.9	3.6
Green Ext Time (g_e), s		0.0	1.8		0.0	0.0	3.5	0.0	0.1
Prob of Phs Call (p_c)		0.30	1.00		0.96	0.98	1.00	0.91	0.55
Prob of Max Out (p_x)		1.00	0.00		0.00	1.00	0.00	1.00	0.00

Left-Turn Movement Data									
Assigned Mvmt		1				5		7	3
Mvmt Sat Flow, veh/h		1619				1619		2956	655

Through Movement Data									
Assigned Mvmt			2		4		6		8
Mvmt Sat Flow, veh/h			3457		1800		2498		934

Right-Turn Movement Data									
Assigned Mvmt			12		14		16		18
Mvmt Sat Flow, veh/h			45		1525		858		1388

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

Lanes in Grp	1	0	0	0	1	0	2	1
Grp Vol (v), veh/h	17	0	0	0	194	0	118	6
Grp Sat Flow (s), veh/h/ln	1619	0	0	0	1619	0	1478	1589
Q Serve Time (g_s), s	0.8	0.0	0.0	0.0	8.8	0.0	2.9	0.0
Cycle Q Clear Time (g_c), s	0.8	0.0	0.0	0.0	8.8	0.0	2.9	0.2
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	1437
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	0.50
Lane Grp Cap (c), veh/h	32	0	0	0	227	0	180	130
V/C Ratio (X)	0.53	0.00	0.00	0.00	0.86	0.00	0.65	0.05
Avail Cap (c_a), veh/h	108	0	0	0	227	0	201	446
Upstream Filter (I)	0.76	0.00	0.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d1), s/veh	36.4	0.0	0.0	0.0	31.5	0.0	34.4	34.9
Incr Delay (d2), s/veh	9.8	0.0	0.0	0.0	26.0	0.0	6.4	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	46.2	0.0	0.0	0.0	57.6	0.0	40.9	35.1
1st-Term Q (Q1), veh/ln	0.3	0.0	0.0	0.0	3.3	0.0	1.0	0.1
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	1.6	0.0	0.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.4	0.0	0.0	0.0	4.9	0.0	1.2	0.1
%ile Storage Ratio (RQ%)	0.02	0.00	0.00	0.00	0.02	0.00	0.03	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	151	0	2	0	481	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	1800	0	1710	0	0
Q Serve Time (g_s), s	0.0	2.6	0.0	0.1	0.0	14.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.6	0.0	0.1	0.0	14.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1099	0	283	0	894	0	0
V/C Ratio (X)	0.00	0.14	0.00	0.01	0.00	0.54	0.00	0.00
Avail Cap (c_a), veh/h	0	1099	0	662	0	894	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.76	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.3	0.0	26.7	0.0	11.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	1.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.5	0.0	26.7	0.0	13.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.8	0.0	0.0	0.0	4.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.4	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.8	0.0	0.0	0.0	5.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	159	0	0	0	462	0	30
Grp Sat Flow (s), veh/h/ln	0	1792	0	1525	0	1646	0	1388
Q Serve Time (g_s), s	0.0	2.6	0.0	0.0	0.0	14.0	0.0	1.6
Cycle Q Clear Time (g_c), s	0.0	2.6	0.0	0.0	0.0	14.0	0.0	1.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.03	0.00	1.00	0.00	0.52	0.00	1.00
Lane Grp Cap (c), veh/h	0	1152	0	240	0	860	0	51
V/C Ratio (X)	0.00	0.14	0.00	0.00	0.00	0.54	0.00	0.59
Avail Cap (c_a), veh/h	0	1152	0	561	0	860	0	333
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.76	0.00	1.00
Uniform Delay (d1), s/veh	0.0	5.3	0.0	0.0	0.0	11.9	0.0	35.6
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	1.8	0.0	10.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.5	0.0	0.0	0.0	13.7	0.0	46.2
1st-Term Q (Q1), veh/ln	0.0	0.8	0.0	0.0	0.0	4.5	0.0	0.5
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.4	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.9	0.0	0.0	0.0	5.0	0.0	0.7
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	31	0	28	0	403	26	34	823	0
Future Volume (veh/h)	0	0	0	31	0	28	0	403	26	34	823	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	0	1800	0	1800	1800	1700	1800	0
Adj Flow Rate, veh/h	0	0	0	38	0	34	0	491	32	41	1004	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.95	0.82	0.95	0.82	0.82	0.82	0.82	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			No			Yes		
Cap, veh/h	0	2	0	48	0	0	0	1487	1260	51	1611	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
Prop Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.83	0.83	0.03	0.90	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	0.0	81.3	0.0	0.0	0.0	3.1	1.9	82.6	3.3	0.0
Ln Grp LOS	A	A	A	F	A	A	A	A	A	F	A	A
Approach Vol, veh/h		0			38			523			1045	
Approach Delay, s/veh		0.0			81.3			3.0			6.4	
Approach LOS					F			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6		
Case No	2.0	7.0	2.0	8.0		4.0		
Phs Duration (G+Y+Rc), s	8.3	103.6	8.1	0.0		111.9		
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5		
Max Green (Gmax), s	15.1	30.7	28.1	28.1		50.3		
Max Allow Headway (MAH), s	3.8	5.2	3.8	0.0		5.2		
Max Q Clear (g_c+I1), s	5.0	9.8	4.8	0.0		17.9		
Green Ext Time (g_e), s	0.0	3.2	0.1	0.0		10.3		
Prob of Phs Call (p_c)	0.75	1.00	0.72	0.00		1.00		
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00		0.00		

Left-Turn Movement Data				
Assigned Mvmt	1	5	3	7
Mvmt Sat Flow, veh/h	1619	0	1619	0

Through Movement Data			
Assigned Mvmt	2	4	6
Mvmt Sat Flow, veh/h	1800	-81000	1800

Right-Turn Movement Data			
Assigned Mvmt	12	14	16
Mvmt Sat Flow, veh/h	1525	0	0

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

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	41	0	38	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	0	0	0	0
Q Serve Time (g_s), s	3.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	3.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	99.1	0.0	-4.5	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	51	0	48	0	0	0	0	0
V/C Ratio (X)	0.81	0.00	0.78	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	204	0	379	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	57.8	0.0	57.8	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	24.8	0.0	23.5	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	82.6	0.0	81.3	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.2	0.0	1.1	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.4	0.0	0.3	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.6	0.0	1.5	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.16	0.00	0.02	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	491	0	0	0	1004	0	0
Grp Sat Flow (s), veh/h/ln	0	1800	0	1800	0	1800	0	0
Q Serve Time (g_s), s	0.0	7.8	0.0	0.0	0.0	15.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.8	0.0	0.0	0.0	15.9	0.0	0.0
Lane Grp Cap (c), veh/h	0	1487	0	2	0	1611	0	0
V/C Ratio (X)	0.00	0.33	0.00	0.00	0.00	0.62	0.00	0.00
Avail Cap (c_a), veh/h	0	1487	0	422	0	1611	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	2.5	0.0	0.0	0.0	1.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.0	1.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.1	0.0	0.0	0.0	3.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.0	0.0	0.0	0.0	1.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.8	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.2	0.0	0.0	0.0	2.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.14	0.00	0.00	0.00	0.22	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	32	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1525	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1260	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1260	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		7.1						
HCM 6th LOS		A						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	57	5	5	2	2	9	457	14	6	636	105
Future Volume (veh/h)	20	57	5	5	2	2	9	457	14	6	636	105
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	24	68	6	6	2	2	11	544	17	7	757	125
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	80	99	8	133	42	26	22	1293	40	15	1115	184
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.01	0.74	0.74	0.01	0.74	0.74
Unsig. Movement Delay												
Ln Grp Delay, s/veh	38.4	0.0	0.0	34.3	0.0	0.0	55.6	0.0	4.8	61.9	0.0	8.3
Ln Grp LOS	D	A	A	C	A	A	E	A	A	E	A	A
Approach Vol, veh/h		98			10			572			889	
Approach Delay, s/veh		38.4			34.3			5.7			8.7	
Approach LOS		D			C			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	2.0	4.0		8.0	2.0	4.0		8.0
Phs Duration (G+Y+Rc), s	5.2	64.1		10.7	5.6	63.7		10.7
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green (Gmax), s	5.1	43.3		18.1	5.1	43.3		18.1
Max Allow Headway (MAH), s	3.8	5.2		5.3	3.8	5.3		5.4
Max Q Clear (g_c+I1), s	2.3	11.3		6.5	2.5	23.0		2.4
Green Ext Time (g_e), s	0.0	4.1		0.3	0.0	7.1		0.0
Prob of Phs Call (p_c)	0.14	1.00		0.91	0.22	1.00		0.91
Prob of Max Out (p_x)	1.00	0.00		0.01	1.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1619			308	1619			781

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1736		1271		1506		541

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		54		103		249		331

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

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	7	0	0	98	11	0	0	10
Grp Sat Flow (s), veh/h/ln	1619	0	0	1682	1619	0	0	1653
Q Serve Time (g_s), s	0.3	0.0	0.0	3.1	0.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.3	0.0	0.0	4.5	0.5	0.0	0.0	0.4
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1435	0	0	0	1347
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1778	0	0	0	1748
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	6.2	0.0	0.0	0.0	6.2
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	5.8	0.0	0.0	0.0	1.7
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	3.1	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	1.5	0.0	0.0	0.0	1.3
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.4
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.24	1.00	0.00	0.00	0.60
Lane Grp Cap (c), veh/h	15	0	0	187	22	0	0	200
V/C Ratio (X)	0.48	0.00	0.00	0.53	0.50	0.00	0.00	0.05
Avail Cap (c_a), veh/h	103	0	0	432	103	0	0	409
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.99	0.00	0.00	1.00
Uniform Delay (d1), s/veh	39.5	0.0	0.0	36.1	39.2	0.0	0.0	34.2
Incr Delay (d2), s/veh	22.5	0.0	0.0	2.3	16.4	0.0	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	61.9	0.0	0.0	38.4	55.6	0.0	0.0	34.3
1st-Term Q (Q1), veh/ln	0.1	0.0	0.0	1.8	0.2	0.0	0.0	0.2
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.2	0.0	0.0	1.9	0.3	0.0	0.0	0.2
%ile Storage Ratio (RQ%)	0.02	0.00	0.00	0.23	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	561	0	0	0	882	0	0
Grp Sat Flow (s), veh/h/ln	0	1790	0	0	0	1755	0	0
Q Serve Time (g_s), s	0.0	9.3	0.0	0.0	0.0	21.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	9.3	0.0	0.0	0.0	21.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.03	0.00	0.06	0.00	0.14	0.00	0.20
Lane Grp Cap (c), veh/h	0	1333	0	0	0	1299	0	0
V/C Ratio (X)	0.00	0.42	0.00	0.00	0.00	0.68	0.00	0.00
Avail Cap (c_a), veh/h	0	1333	0	0	0	1299	0	0
Upstream Filter (I)	0.00	0.99	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.8	0.0	0.0	0.0	5.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	0.0	2.9	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.8	0.0	0.0	0.0	8.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.3	0.0	0.0	0.0	5.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	1.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.6	0.0	0.0	0.0	6.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.00	0.00	0.66	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	127	29	170	355	80	112	214	75	43	414	77
Future Volume (veh/h)	36	127	29	170	355	80	112	214	75	43	414	77
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	40	140	32	187	390	88	123	235	0	47	455	85
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	63	244	54	199	588	262	150	1674		69	1265	235
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Prop Arrive On Green	0.04	0.09	0.09	0.12	0.17	0.17	0.03	0.16	0.00	0.04	0.44	0.44
Unsig. Movement Delay												
Ln Grp Delay, s/veh	43.6	33.9	34.4	59.1	27.7	25.8	60.7	16.9	0.0	41.1	14.0	14.1
Ln Grp LOS	D	C	C	E	C	C	E	B		D	B	B
Approach Vol, veh/h		212			665			358			587	
Approach Delay, s/veh		35.9			36.3			32.0			16.2	
Approach LOS		D			D			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	7.5	38.8	13.1	10.6	11.0	35.3	7.2	16.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	6.3	19.1	8.6	18.0	6.5	18.9	6.0	20.6
Max Allow Headway (MAH), s	3.8	5.2	3.8	5.3	3.8	5.3	3.8	5.0
Max Q Clear (g_c+I1), s	4.0	6.1	10.0	5.5	7.3	9.4	3.7	9.5
Green Ext Time (g_e), s	0.0	1.1	0.0	0.7	0.0	2.3	0.0	2.1
Prob of Phs Call (p_c)	0.60	1.00	0.97	1.00	0.91	1.00	0.54	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.02	1.00	0.00	1.00	0.15

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1619	1619	1619	1619

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3420	2780	2879	3420

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1525	619	535	1525

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	47	0	187	0	123	0	40	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	2.0	0.0	8.0	0.0	5.3	0.0	1.7	0.0
Cycle Q Clear Time (g_c), s	2.0	0.0	8.0	0.0	5.3	0.0	1.7	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	69	0	199	0	150	0	63	0
V/C Ratio (X)	0.68	0.00	0.94	0.00	0.82	0.00	0.64	0.00
Avail Cap (c_a), veh/h	146	0	199	0	150	0	139	0
Upstream Filter (I)	0.72	0.00	0.46	0.00	0.95	0.00	1.00	0.00
Uniform Delay (d1), s/veh	33.0	0.0	30.4	0.0	33.3	0.0	33.2	0.0
Incr Delay (d2), s/veh	8.1	0.0	28.7	0.0	27.4	0.0	10.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	41.1	0.0	59.1	0.0	60.7	0.0	43.6	0.0
1st-Term Q (Q1), veh/ln	0.8	0.0	3.0	0.0	2.1	0.0	0.6	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	1.6	0.0	1.1	0.0	0.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.9	0.0	4.6	0.0	3.3	0.0	0.8	0.0
%ile Storage Ratio (RQ%)	0.09	0.00	0.06	0.00	0.48	0.00	0.21	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	1	0	2
Grp Vol (v), veh/h	0	235	0	85	0	269	0	390
Grp Sat Flow (s), veh/h/ln	0	1710	0	1710	0	1710	0	1710
Q Serve Time (g_s), s	0.0	4.1	0.0	3.3	0.0	7.3	0.0	7.5
Cycle Q Clear Time (g_c), s	0.0	4.1	0.0	3.3	0.0	7.3	0.0	7.5
Lane Grp Cap (c), veh/h	0	1674	0	150	0	751	0	588
V/C Ratio (X)	0.00	0.14	0.00	0.56	0.00	0.36	0.00	0.66
Avail Cap (c_a), veh/h	0	1674	0	440	0	751	0	1006
Upstream Filter (I)	0.00	0.95	0.00	1.00	0.00	0.72	0.00	0.46
Uniform Delay (d1), s/veh	0.0	16.7	0.0	30.6	0.0	13.1	0.0	27.1
Incr Delay (d2), s/veh	0.0	0.2	0.0	3.3	0.0	1.0	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.9	0.0	33.9	0.0	14.0	0.0	27.7
1st-Term Q (Q1), veh/ln	0.0	1.5	0.0	1.3	0.0	2.6	0.0	2.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.6	0.0	1.5	0.0	2.8	0.0	3.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.01	0.00	0.03	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	87	0	271	0	88
Grp Sat Flow (s), veh/h/ln	0	1525	0	1689	0	1704	0	1525
Q Serve Time (g_s), s	0.0	0.0	0.0	3.5	0.0	7.4	0.0	3.5
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	3.5	0.0	7.4	0.0	3.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.37	0.00	0.31	0.00	1.00
Lane Grp Cap (c), veh/h	0	747	0	148	0	749	0	262
V/C Ratio (X)	0.00	0.00	0.00	0.59	0.00	0.36	0.00	0.34
Avail Cap (c_a), veh/h	0	747	0	434	0	749	0	449
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.72	0.00	0.46
Uniform Delay (d1), s/veh	0.0	0.0	0.0	30.7	0.0	13.1	0.0	25.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	3.7	0.0	1.0	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	34.4	0.0	14.1	0.0	25.8
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	1.4	0.0	2.6	0.0	1.2
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	1.5	0.0	2.8	0.0	1.3
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.01	0.00	0.03	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	28.9
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	70	41	193	274	46	78	347	105	44	426	117
Future Volume (veh/h)	71	70	41	193	274	46	78	347	105	44	426	117
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	78	77	45	212	301	51	86	381	115	48	468	129
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	97	154	84	243	475	80	106	1240	370	70	1757	470
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.00	1.33	1.33	1.33	1.33	1.33	0.33
Prop Arrive On Green	0.08	0.10	0.10	0.20	0.22	0.16	0.09	0.64	0.64	0.06	0.61	0.15
Unsig. Movement Delay												
Ln Grp Delay, s/veh	46.1	33.4	34.4	54.9	27.9	28.6	61.3	8.4	8.5	41.1	8.6	16.0
Ln Grp LOS	D	C	C	D	C	C	E	A	A	D	A	B
Approach Vol, veh/h		200			564			582			645	
Approach Delay, s/veh		38.7			38.3			16.3			13.4	
Approach LOS		D			D			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	7.5	37.9	15.0	9.5	9.1	36.4	8.7	15.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.0	18.5	10.5	18.0	5.0	18.5	9.4	19.1
Max Allow Headway (MAH), s	3.8	5.3	3.8	5.4	3.8	5.3	3.8	5.3
Max Q Clear (g_c+I1), s	4.0	6.7	10.9	4.6	5.7	8.6	5.3	8.7
Green Ext Time (g_e), s	0.0	2.3	0.0	0.5	0.0	2.7	0.0	1.5
Prob of Phs Call (p_c)	0.61	1.00	0.98	1.00	0.81	1.00	0.78	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.01	1.00	0.00	0.72	0.17

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1619	1619	1619	1619

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	2597	2139	3859	2931

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	774	1162	1031	491

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	48	0	212	0	86	0	78	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	2.0	0.0	8.9	0.0	3.7	0.0	3.3	0.0
Cycle Q Clear Time (g_c), s	2.0	0.0	8.9	0.0	3.7	0.0	3.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	70	0	243	0	106	0	97	0
V/C Ratio (X)	0.68	0.00	0.87	0.00	0.81	0.00	0.81	0.00
Avail Cap (c_a), veh/h	116	0	243	0	116	0	217	0
Upstream Filter (I)	0.76	0.00	1.00	0.00	0.93	0.00	1.00	0.00
Uniform Delay (d1), s/veh	32.5	0.0	27.4	0.0	31.5	0.0	31.8	0.0
Incr Delay (d2), s/veh	8.6	0.0	27.5	0.0	29.8	0.0	14.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	41.1	0.0	54.9	0.0	61.3	0.0	46.1	0.0
1st-Term Q (Q1), veh/ln	0.8	0.0	3.1	0.0	1.4	0.0	1.2	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	1.9	0.0	0.9	0.0	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.9	0.0	5.0	0.0	2.2	0.0	1.6	0.0
%ile Storage Ratio (RQ%)	0.13	0.00	0.03	0.00	0.28	0.00	0.18	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	249	0	60	0	395	0	174
Grp Sat Flow (s), veh/h/ln	0	1710	0	1710	0	1638	0	1710
Q Serve Time (g_s), s	0.0	4.6	0.0	2.3	0.0	4.0	0.0	6.5
Cycle Q Clear Time (g_c), s	0.0	4.6	0.0	2.3	0.0	4.0	0.0	6.5
Lane Grp Cap (c), veh/h	0	817	0	123	0	1492	0	277
V/C Ratio (X)	0.00	0.31	0.00	0.49	0.00	0.26	0.00	0.63
Avail Cap (c_a), veh/h	0	817	0	440	0	1492	0	467
Upstream Filter (I)	0.00	0.93	0.00	1.00	0.00	0.76	0.00	1.00
Uniform Delay (d1), s/veh	0.0	7.5	0.0	30.4	0.0	8.3	0.0	25.5
Incr Delay (d2), s/veh	0.0	0.9	0.0	3.0	0.0	0.3	0.0	2.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.4	0.0	33.4	0.0	8.6	0.0	27.9
1st-Term Q (Q1), veh/ln	0.0	1.4	0.0	0.9	0.0	1.2	0.0	2.4
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.1	0.0	0.2

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.6	0.0	1.0	0.0	1.3	0.0	2.6
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	0.00	0.01	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	247	0	62	0	202	0	178
Grp Sat Flow (s), veh/h/ln	0	1661	0	1591	0	1614	0	1712
Q Serve Time (g_s), s	0.0	4.7	0.0	2.6	0.0	6.6	0.0	6.7
Cycle Q Clear Time (g_c), s	0.0	4.7	0.0	2.6	0.0	6.6	0.0	6.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.47	0.00	0.73	0.00	0.64	0.00	0.29
Lane Grp Cap (c), veh/h	0	793	0	114	0	735	0	278
V/C Ratio (X)	0.00	0.31	0.00	0.54	0.00	0.27	0.00	0.64
Avail Cap (c_a), veh/h	0	793	0	409	0	735	0	467
Upstream Filter (I)	0.00	0.93	0.00	1.00	0.00	0.76	0.00	1.00
Uniform Delay (d1), s/veh	0.0	7.5	0.0	30.5	0.0	15.3	0.0	26.1
Incr Delay (d2), s/veh	0.0	1.0	0.0	3.9	0.0	0.7	0.0	2.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.5	0.0	34.4	0.0	16.0	0.0	28.6
1st-Term Q (Q1), veh/ln	0.0	1.4	0.0	0.9	0.0	2.3	0.0	2.5
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.1	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.6	0.0	1.1	0.0	2.5	0.0	2.7
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.01	0.00	0.02	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		23.8						
HCM 6th LOS		C						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	267	316	319	404	589	0	0	313	219
Future Volume (veh/h)	0	0	0	267	316	319	404	589	0	0	313	219
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1700	1800	1800	1700	1800	0	0	1800	1900
Adj Flow Rate, veh/h				284	336	339	430	627	0	0	333	233
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.95	0.95	0.94	0.94
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				308	364	582	446	1858	0	0	787	370
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.38	0.38	0.38	0.55	1.00	0.00	0.00	0.23	0.23
Unsig. Movement Delay												
Ln Grp Delay, s/veh				51.7	0.0	30.6	54.6	0.4	0.0	0.0	40.9	48.5
Ln Grp LOS				D	A	C	D	A	A	A	D	D
Approach Vol, veh/h					959			1057			566	
Approach Delay, s/veh					44.2			22.5			44.0	
Approach LOS					D			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		69.7	50.3		37.6	32.1		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		60.5	50.5		36.5	19.5		
Max Allow Headway (MAH), s		5.2	4.9		3.8	4.7		
Max Q Clear (g_c+I1), s		2.0	42.4		32.5	17.6		
Green Ext Time (g_e), s		5.0	3.5		0.6	0.6		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	0.64		0.91	0.00		
Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			806		1619	0		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3510	954			3510		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1525			1610		
Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0
Lane Assignment			L+T		L (Prot)			

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	620	0	430	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1760	0	1619	0	0	0
Q Serve Time (g_s), s	0.0	0.0	40.4	0.0	30.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	40.4	0.0	30.5	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	27.6	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.46	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	672	0	446	0	0	0
V/C Ratio (X)	0.00	0.00	0.92	0.00	0.96	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	741	0	492	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.90	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	35.4	0.0	26.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	16.3	0.0	28.2	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	51.7	0.0	54.6	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	17.0	0.0	8.4	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	3.0	0.0	3.5	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	20.0	0.0	11.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.48	0.00	1.99	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	627	0	0	0	333	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	0	0	1710	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1858	0	0	0	787	0	0
V/C Ratio (X)	0.00	0.34	0.00	0.00	0.00	0.42	0.00	0.00
Avail Cap (c_a), veh/h	0	1858	0	0	0	787	0	0
Upstream Filter (I)	0.00	0.90	0.00	0.00	0.00	0.88	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	39.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	1.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	0.0	0.0	0.0	40.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.0	0.0	4.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.11	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	339	0	0	233	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1525	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	21.2	0.0	0.0	15.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	21.2	0.0	0.0	15.6	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	582	0	0	370	0	0
V/C Ratio (X)	0.00	0.00	0.58	0.00	0.00	0.63	0.00	0.00
Avail Cap (c_a), veh/h	0	0	642	0	0	370	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.88	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	29.5	0.0	0.0	41.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.1	0.0	0.0	7.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	30.6	0.0	0.0	48.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	7.7	0.0	0.0	6.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.2	0.0	0.0	0.7	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	7.9	0.0	0.0	6.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.19	0.00	0.00	0.18	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	35.3
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	374	6	523	0	0	0	0	620	98	52	532	0
Future Volume (veh/h)	374	6	523	0	0	0	0	620	98	52	532	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800				0	1800	1800	1700	1900	0
Adj Flow Rate, veh/h	420	7	588				0	697	110	58	598	0
Peak Hour Factor	0.89	0.89	0.89				0.95	0.89	0.89	0.89	0.89	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	698	12	631				0	1468	655	72	1846	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Prop Arrive On Green	0.41	0.41	0.41				0.00	0.43	0.43	0.09	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	28.7	0.0	52.9				0.0	25.7	21.6	70.4	0.4	0.0
Ln Grp LOS	C	A	D				A	C	C	E	A	A
Approach Vol, veh/h		1015						807			656	
Approach Delay, s/veh		42.7						25.1			6.6	
Approach LOS		D						C			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		12.0		4.0		
Phs Duration (G+Y+Rc), s	9.9	56.0		54.2		65.8		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	12.5	41.5		52.5		58.5		
Max Allow Headway (MAH), s	3.8	5.1		5.5		5.2		
Max Q Clear (g_c+I1), s	6.2	19.5		46.1		2.0		
Green Ext Time (g_e), s	0.0	5.3		3.5		4.8		
Prob of Phs Call (p_c)	0.86	1.00		1.00		1.00		
Prob of Max Out (p_x)	0.04	0.00		0.92		0.00		

Left-Turn Movement Data			
Assigned Mvmt	1	5	7
Mvmt Sat Flow, veh/h	1619	0	1688

Through Movement Data			
Assigned Mvmt		2	4	6
Mvmt Sat Flow, veh/h		3510	28	3705

Right-Turn Movement Data			
Assigned Mvmt		12	14	16
Mvmt Sat Flow, veh/h		1525	1525	0

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

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	58	0	0	427	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	0	0	1716	0	0	0	0
Q Serve Time (g_s), s	4.2	0.0	0.0	23.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	4.2	0.0	0.0	23.3	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	51.5	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.98	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	72	0	0	710	0	0	0	0
V/C Ratio (X)	0.80	0.00	0.00	0.60	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	169	0	0	751	0	0	0	0
Upstream Filter (I)	0.88	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	54.1	0.0	0.0	27.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	16.3	0.0	0.0	1.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	70.4	0.0	0.0	28.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.7	0.0	0.0	9.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	2.0	0.0	0.0	9.7	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.33	0.00	0.00	0.29	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	697	0	0	0	598	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	17.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	17.5	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1468	0	0	0	1846	0	0
V/C Ratio (X)	0.00	0.47	0.00	0.00	0.00	0.32	0.00	0.00
Avail Cap (c_a), veh/h	0	1468	0	0	0	1846	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.88	0.00	0.00
Uniform Delay (d1), s/veh	0.0	24.6	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.7	0.0	0.0	0.0	0.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	7.3	0.0	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.14	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		T+R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	110	0	588	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1525	0	1525	0	0	0	0
Q Serve Time (g_s), s	0.0	5.3	0.0	44.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.3	0.0	44.1	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	655	0	631	0	0	0	0
V/C Ratio (X)	0.00	0.17	0.00	0.93	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	655	0	667	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	21.1	0.0	33.6	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	19.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.6	0.0	52.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.9	0.0	15.9	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	3.4	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.0	0.0	19.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.57	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		27.4						
HCM 6th LOS		C						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	273	444	790	987	0	0	0	0	177	0	182
Future Volume (veh/h)	0	273	444	790	987	0	0	0	0	177	0	182
Number	7	4	14	3	8	18				1	6	16
Initial Q, veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1800	1800	1600	1800	0				1700	0	1900
Adj Flow Rate, veh/h	0	287	0	832	1039	0				186	0	192
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	432		866	1654	0				628	0	625
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Prop Arrive On Green	0.00	0.13	0.00	0.29	0.48	0.00				0.39	0.00	0.39
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	30.6	0.0	40.8	13.7	0.0				15.1	0.0	15.2
Ln Grp LOS	A	C		D	B	A				B	A	B
Approach Vol, veh/h		287			1871						378	
Approach Delay, s/veh		30.6			25.7						15.1	
Approach LOS		C			C						B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	6		3	4				8
Case No	9.0		2.0	7.0				4.0
Phs Duration (G+Y+Rc), s	31.7		25.0	13.3				38.3
Change Period (Y+Rc), s	4.5		4.5	4.5				4.5
Max Green (Gmax), s	18.0		20.5	18.0				43.0
Max Allow Headway (MAH), s	3.9		3.8	5.2				5.2
Max Q Clear (g_c+I1), s	7.8		21.4	7.6				17.8
Green Ext Time (g_e), s	0.9		0.0	1.2				8.4
Prob of Phs Call (p_c)	1.00		1.00	1.00				1.00
Prob of Max Out (p_x)	0.04		1.00	0.11				0.11

Left-Turn Movement Data			
Assigned Mvmt	1	3	7
Mvmt Sat Flow, veh/h	1619	2956	0

Through Movement Data			
Assigned Mvmt	6	4	8
Mvmt Sat Flow, veh/h	0	3510	3510

Right-Turn Movement Data			
Assigned Mvmt	16	14	18
Mvmt Sat Flow, veh/h	1610	1525	0

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

Lanes in Grp	1	0	2	0	0	0	0	0
Grp Vol (v), veh/h	186	0	832	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	0	1478	0	0	0	0	0
Q Serve Time (g_s), s	5.6	0.0	19.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	5.6	0.0	19.4	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1619	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	8.8	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	628	0	866	0	0	0	0	0
V/C Ratio (X)	0.30	0.00	0.96	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	628	0	866	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.66	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	14.8	0.0	24.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	16.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	15.1	0.0	40.8	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.9	0.0	6.3	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.9	0.0	8.3	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.15	0.00	0.51	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	6	0	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	2
Grp Vol (v), veh/h	0	0	0	287	0	0	0	1039
Grp Sat Flow (s), veh/h/ln	0	0	0	1710	0	0	0	1710
Q Serve Time (g_s), s	0.0	0.0	0.0	5.6	0.0	0.0	0.0	15.8
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	5.6	0.0	0.0	0.0	15.8
Lane Grp Cap (c), veh/h	0	0	0	432	0	0	0	1654
V/C Ratio (X)	0.00	0.00	0.00	0.66	0.00	0.00	0.00	0.63
Avail Cap (c_a), veh/h	0	0	0	879	0	0	0	2101
Upstream Filter (I)	0.00	0.00	0.00	0.83	0.00	0.00	0.00	0.66
Uniform Delay (d1), s/veh	0.0	0.0	0.0	29.2	0.0	0.0	0.0	13.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	30.6	0.0	0.0	0.0	13.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	2.2	0.0	0.0	0.0	5.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	2.3	0.0	0.0	0.0	5.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.34
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	16	0	0	14	0	0	0	18
Lane Assignment	R			R				
Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	192	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1610	0	0	1525	0	0	0	0
Q Serve Time (g_s), s	5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	625	0	0	193	0	0	0	0
V/C Ratio (X)	0.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	625	0	0	392	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	14.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	15.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	24.7
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	389	0	0	1375	365	399	2	291	0	0	0
Future Volume (veh/h)	61	389	0	0	1375	365	399	2	291	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	0	0	1800	1800	1700	1800	1800			
Adj Flow Rate, veh/h	66	423	0	0	1495	397	435	0	316			
Peak Hour Factor	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Opposing Right Turn Influence	Yes			No			Yes					
Cap, veh/h	90	1693	0	0	1791	556	1149	0	1083			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.06	0.50	0.00	0.00	0.36	0.36	0.35	0.00	0.35			
Unsig. Movement Delay												
Ln Grp Delay, s/veh	38.0	8.8	0.0	0.0	20.8	20.4	15.4	0.0	14.6			
Ln Grp LOS	D	A	A	A	C	C	B	A	B			
Approach Vol, veh/h		489			1892			751				
Approach Delay, s/veh		12.7			20.7			15.1				
Approach LOS		B			C			B				

Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4			7	8			
Case No			9.0		4.0			2.0	7.0			
Phs Duration (G+Y+Rc), s			25.8		34.2			7.8	26.4			
Change Period (Y+Rc), s			4.5		4.5			4.5	4.5			
Max Green (Gmax), s			18.5		32.5			5.5	22.5			
Max Allow Headway (MAH), s			3.9		5.2			3.8	5.0			
Max Q Clear (g_c+I1), s			8.0		6.3			4.4	18.7			
Green Ext Time (g_e), s			2.3		2.9			0.0	3.2			
Prob of Phs Call (p_c)			1.00		1.00			0.67	1.00			
Prob of Max Out (p_x)			0.00		0.00			1.00	1.00			
Left-Turn Movement Data												
Assigned Mvmt			5					7	3			
Mvmt Sat Flow, veh/h			3238					1619	0			
Through Movement Data												
Assigned Mvmt			2		4				8			
Mvmt Sat Flow, veh/h			0		3510				5076			
Right-Turn Movement Data												
Assigned Mvmt			12		14				18			
Mvmt Sat Flow, veh/h			3051		0				1525			
Left Lane Group Data												
Assigned Mvmt		0	5	0	0	0	0	7	3			
Lane Assignment			L					L (Prot)				

Lanes in Grp	0	2	0	0	0	0	1	0
Grp Vol (v), veh/h	0	435	0	0	0	0	66	0
Grp Sat Flow (s), veh/h/ln	0	1619	0	0	0	0	1619	0
Q Serve Time (g_s), s	0.0	6.0	0.0	0.0	0.0	0.0	2.4	0.0
Cycle Q Clear Time (g_c), s	0.0	6.0	0.0	0.0	0.0	0.0	2.4	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1619	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.9
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	1149	0	0	0	0	90	0
V/C Ratio (X)	0.00	0.38	0.00	0.00	0.00	0.00	0.73	0.00
Avail Cap (c_a), veh/h	0	1149	0	0	0	0	148	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.92	0.00
Uniform Delay (d1), s/veh	0.0	14.4	0.0	0.0	0.0	0.0	27.9	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	0.0	0.0	10.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.4	0.0	0.0	0.0	0.0	38.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.0	0.0	0.0	0.0	0.0	0.9	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.1	0.0	0.0	0.0	0.0	1.1	0.0
%ile Storage Ratio (RQ%)	0.00	0.10	0.00	0.00	0.00	0.00	0.32	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	3
Grp Vol (v), veh/h	0	0	0	423	0	0	0	1495
Grp Sat Flow (s), veh/h/ln	0	0	0	1710	0	0	0	1638
Q Serve Time (g_s), s	0.0	0.0	0.0	4.3	0.0	0.0	0.0	16.7
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	4.3	0.0	0.0	0.0	16.7
Lane Grp Cap (c), veh/h	0	0	0	1693	0	0	0	1791
V/C Ratio (X)	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.83
Avail Cap (c_a), veh/h	0	0	0	1853	0	0	0	1843
Upstream Filter (I)	0.00	0.00	0.00	0.92	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	8.7	0.0	0.0	0.0	17.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	3.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	8.8	0.0	0.0	0.0	20.8
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	1.3	0.0	0.0	0.0	5.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	1.4	0.0	0.0	0.0	6.1
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.07
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment		R						R
Lanes in Grp	0	2	0	0	0	0	0	1
Grp Vol (v), veh/h	0	316	0	0	0	0	0	397
Grp Sat Flow (s), veh/h/ln	0	1525	0	0	0	0	0	1525
Q Serve Time (g_s), s	0.0	4.5	0.0	0.0	0.0	0.0	0.0	13.4
Cycle Q Clear Time (g_c), s	0.0	4.5	0.0	0.0	0.0	0.0	0.0	13.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	1083	0	0	0	0	0	556
V/C Ratio (X)	0.00	0.29	0.00	0.00	0.00	0.00	0.00	0.71
Avail Cap (c_a), veh/h	0	1083	0	0	0	0	0	572
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	13.9	0.0	0.0	0.0	0.0	0.0	16.4
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	0.0	0.0	4.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.6	0.0	0.0	0.0	0.0	0.0	20.4
1st-Term Q (Q1), veh/ln	0.0	1.4	0.0	0.0	0.0	0.0	0.0	4.1
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.5	0.0	0.0	0.0	0.0	0.0	4.8
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.33
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	208	22	57	349	341	17	6	24	288	243	309
Future Volume (veh/h)	46	208	22	57	349	341	17	6	24	288	243	309
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	48	219	23	60	367	359	18	6	25	303	256	325
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	68	825	368	77	444	376	34	500	424	313	770	687
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.04	0.24	0.24	0.05	0.25	0.25	0.02	0.28	0.28	0.19	0.45	0.45
Unsig. Movement Delay												
Ln Grp Delay, s/veh	47.6	23.2	22.0	43.2	31.3	45.0	48.8	19.7	20.1	72.1	14.5	16.7
Ln Grp LOS	D	C	C	D	C	D	D	B	C	E	B	B
Approach Vol, veh/h		290			786			49			884	
Approach Delay, s/veh		27.2			38.4			30.6			35.1	
Approach LOS		C			D			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	19.0	25.3	8.1	22.6	6.1	38.3	7.7	23.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	14.5	19.0	5.0	18.5	5.0	28.5	5.0	18.5
Max Allow Headway (MAH), s	3.8	4.3	3.8	5.1	3.8	5.4	3.8	4.6
Max Q Clear (g_c+I1), s	15.9	2.9	4.7	5.9	2.8	13.2	4.2	19.4
Green Ext Time (g_e), s	0.0	0.0	0.0	1.1	0.0	3.3	0.0	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.71	1.00	0.31	1.00	0.63	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.03	1.00	0.00	1.00	1.00

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1619	1619	1619	1619

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	1800	3420	1710	1800

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1525	1525	1525	1525

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	303	0	60	0	18	0	48	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	13.9	0.0	2.7	0.0	0.8	0.0	2.2	0.0
Cycle Q Clear Time (g_c), s	13.9	0.0	2.7	0.0	0.8	0.0	2.2	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	313	0	77	0	34	0	68	0
V/C Ratio (X)	0.97	0.00	0.78	0.00	0.53	0.00	0.70	0.00
Avail Cap (c_a), veh/h	313	0	108	0	108	0	108	0
Upstream Filter (I)	1.00	0.00	0.34	0.00	1.00	0.00	0.98	0.00
Uniform Delay (d1), s/veh	30.0	0.0	35.3	0.0	36.4	0.0	35.5	0.0
Incr Delay (d2), s/veh	42.1	0.0	7.9	0.0	12.4	0.0	12.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	72.1	0.0	43.2	0.0	48.8	0.0	47.6	0.0
1st-Term Q (Q1), veh/ln	5.2	0.0	1.1	0.0	0.3	0.0	0.8	0.0
2nd-Term Q (Q2), veh/ln	3.7	0.0	0.2	0.0	0.1	0.0	0.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	8.8	0.0	1.2	0.0	0.4	0.0	1.1	0.0
%ile Storage Ratio (RQ%)	2.21	0.00	0.05	0.00	0.05	0.00	0.10	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	2	0	1	0	1
Grp Vol (v), veh/h	0	6	0	219	0	256	0	367
Grp Sat Flow (s), veh/h/ln	0	1800	0	1710	0	1710	0	1800
Q Serve Time (g_s), s	0.0	0.2	0.0	3.9	0.0	7.3	0.0	14.5
Cycle Q Clear Time (g_c), s	0.0	0.2	0.0	3.9	0.0	7.3	0.0	14.5
Lane Grp Cap (c), veh/h	0	500	0	825	0	770	0	444
V/C Ratio (X)	0.00	0.01	0.00	0.27	0.00	0.33	0.00	0.83
Avail Cap (c_a), veh/h	0	500	0	844	0	770	0	444
Upstream Filter (I)	0.00	1.00	0.00	0.98	0.00	1.00	0.00	0.34
Uniform Delay (d1), s/veh	0.0	19.6	0.0	23.1	0.0	13.3	0.0	26.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	1.2	0.0	4.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	19.7	0.0	23.2	0.0	14.5	0.0	31.3
1st-Term Q (Q1), veh/ln	0.0	0.1	0.0	1.5	0.0	2.6	0.0	5.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.6

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	1.5	0.0	2.8	0.0	6.5
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.02	0.00	0.48	0.00	0.27
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	25	0	23	0	325	0	359
Grp Sat Flow (s), veh/h/ln	0	1525	0	1525	0	1525	0	1525
Q Serve Time (g_s), s	0.0	0.9	0.0	0.9	0.0	11.2	0.0	17.4
Cycle Q Clear Time (g_c), s	0.0	0.9	0.0	0.9	0.0	11.2	0.0	17.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	424	0	368	0	687	0	376
V/C Ratio (X)	0.00	0.06	0.00	0.06	0.00	0.47	0.00	0.95
Avail Cap (c_a), veh/h	0	424	0	376	0	687	0	376
Upstream Filter (I)	0.00	1.00	0.00	0.98	0.00	1.00	0.00	0.34
Uniform Delay (d1), s/veh	0.0	19.9	0.0	21.9	0.0	14.4	0.0	27.8
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.1	0.0	2.3	0.0	17.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.1	0.0	22.0	0.0	16.7	0.0	45.0
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	0.3	0.0	3.5	0.0	6.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.4	0.0	1.8
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	0.3	0.0	4.0	0.0	7.8
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.00	0.68	0.00	0.32
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	35.1
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	294	127	32	595	306	51	313	21	149	9	132
Future Volume (veh/h)	109	294	127	32	595	306	51	313	21	149	9	132
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	114	306	132	33	620	319	53	326	22	155	9	138
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	171	702	595	53	656	556	368	843	376	172	39	591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.06	0.39	0.39	0.03	0.36	0.36	0.25	0.25	0.25	0.11	0.41	0.41
Unsig. Movement Delay												
Ln Grp Delay, s/veh	43.2	18.3	16.4	49.9	46.9	21.8	24.7	26.4	23.3	76.9	0.0	16.3
Ln Grp LOS	D	B	B	D	D	C	C	C	C	E	A	B
Approach Vol, veh/h		552			972			401			302	
Approach Delay, s/veh		23.0			38.8			26.0			47.4	
Approach LOS		C			D			C			D	

Timer:		1	2	3	4	5	6	7	8
Assigned Phs		1	2	3	4		6	7	8
Case No		2.0	5.3	2.0	3.0		4.0	2.0	3.0
Phs Duration (G+Y+Rc), s		13.0	24.2	7.1	35.7		37.2	9.1	33.7
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5		4.5	4.5	4.5
Max Green (Gmax), s		8.5	19.0	5.7	28.8		32.0	5.0	29.5
Max Allow Headway (MAH), s		3.8	5.1	3.8	4.9		5.6	3.8	4.9
Max Q Clear (g_c+I1), s		9.6	8.4	3.6	12.0		7.0	5.0	28.7
Green Ext Time (g_e), s		0.0	1.7	0.0	2.1		0.9	0.0	0.4
Prob of Phs Call (p_c)		0.97	1.00	0.52	1.00		1.00	0.92	1.00
Prob of Max Out (p_x)		1.00	0.00	1.00	0.02		0.00	1.00	1.00

Left-Turn Movement Data									
Assigned Mvmt		1	5	3				7	
Mvmt Sat Flow, veh/h		1619	1128	1619				2956	

Through Movement Data									
Assigned Mvmt			2		4		6		8
Mvmt Sat Flow, veh/h			3420		1800		94		1800

Right-Turn Movement Data									
Assigned Mvmt			12		14		16		18
Mvmt Sat Flow, veh/h			1525		1525		1446		1525

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

Lanes in Grp	1	1	1	0	0	0	2	0
Grp Vol (v), veh/h	155	53	33	0	0	0	114	0
Grp Sat Flow (s), veh/h/ln	1619	1128	1619	0	0	0	1478	0
Q Serve Time (g_s), s	7.6	3.0	1.6	0.0	0.0	0.0	3.0	0.0
Cycle Q Clear Time (g_c), s	7.6	3.0	1.6	0.0	0.0	0.0	3.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1128	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	19.7	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	19.7	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	172	368	53	0	0	0	171	0
V/C Ratio (X)	0.90	0.14	0.63	0.00	0.00	0.00	0.67	0.00
Avail Cap (c_a), veh/h	172	368	115	0	0	0	185	0
Upstream Filter (I)	1.00	1.00	1.00	0.00	0.00	0.00	0.77	0.00
Uniform Delay (d1), s/veh	35.3	23.8	38.2	0.0	0.0	0.0	36.9	0.0
Incr Delay (d2), s/veh	41.6	0.8	11.6	0.0	0.0	0.0	6.2	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	76.9	24.7	49.9	0.0	0.0	0.0	43.2	0.0
1st-Term Q (Q1), veh/ln	2.9	0.8	0.6	0.0	0.0	0.0	1.1	0.0
2nd-Term Q (Q2), veh/ln	2.0	0.1	0.2	0.0	0.0	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	4.9	0.9	0.8	0.0	0.0	0.0	1.2	0.0
%ile Storage Ratio (RQ%)	0.59	0.14	0.01	0.00	0.00	0.00	0.10	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T				T
Lanes in Grp	0	2	0	1	0	0	0	1
Grp Vol (v), veh/h	0	326	0	306	0	0	0	620
Grp Sat Flow (s), veh/h/ln	0	1710	0	1800	0	0	0	1800
Q Serve Time (g_s), s	0.0	6.4	0.0	10.0	0.0	0.0	0.0	26.7
Cycle Q Clear Time (g_c), s	0.0	6.4	0.0	10.0	0.0	0.0	0.0	26.7
Lane Grp Cap (c), veh/h	0	843	0	702	0	0	0	656
V/C Ratio (X)	0.00	0.39	0.00	0.44	0.00	0.00	0.00	0.95
Avail Cap (c_a), veh/h	0	843	0	702	0	0	0	664
Upstream Filter (I)	0.00	1.00	0.00	0.77	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	25.1	0.0	17.9	0.0	0.0	0.0	24.6
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.3	0.0	0.0	0.0	22.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.4	0.0	18.3	0.0	0.0	0.0	46.9
1st-Term Q (Q1), veh/ln	0.0	2.5	0.0	3.9	0.0	0.0	0.0	10.6
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.0	0.0	4.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.7	0.0	4.0	0.0	0.0	0.0	14.7
%ile Storage Ratio (RQ%)	0.00	0.24	0.00	0.17	0.00	0.00	0.00	0.17
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	22	0	132	0	147	0	319
Grp Sat Flow (s), veh/h/ln	0	1525	0	1525	0	1540	0	1525
Q Serve Time (g_s), s	0.0	0.9	0.0	4.6	0.0	5.0	0.0	13.4
Cycle Q Clear Time (g_c), s	0.0	0.9	0.0	4.6	0.0	5.0	0.0	13.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.94	0.00	1.00
Lane Grp Cap (c), veh/h	0	376	0	595	0	630	0	556
V/C Ratio (X)	0.00	0.06	0.00	0.22	0.00	0.23	0.00	0.57
Avail Cap (c_a), veh/h	0	376	0	595	0	630	0	563
Upstream Filter (I)	0.00	1.00	0.00	0.77	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	23.0	0.0	16.3	0.0	15.4	0.0	20.4
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.1	0.0	0.9	0.0	1.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.3	0.0	16.4	0.0	16.3	0.0	21.8
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	1.5	0.0	1.7	0.0	4.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	1.6	0.0	1.8	0.0	4.7
%ile Storage Ratio (RQ%)	0.00	0.12	0.00	0.06	0.00	0.22	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	33.7
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Number							5	2	12			
Initial Q, veh							0	0	0			
Ped-Bike Adj (A_pbT)							1.00		1.00			
Parking Bus Adj							1.00	1.00	1.00			
Work Zone On Approach								No				
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln							0	1900	0			
Adj Flow Rate, veh/h							0	0	0			
Peak Hour Factor							0.95	0.95	0.95			
Percent Heavy Veh, %							0	0	0			
Opposing Right Turn Influence							No					
Cap, veh/h							0	4150	0			
HCM Platoon Ratio							1.00	1.00	1.00			
Prop Arrive On Green							0.00	0.00	0.00			
Unsig. Movement Delay												
Ln Grp Delay, s/veh							0.0	0.0	0.0			
Ln Grp LOS							A	A	A			
Approach Vol, veh/h								0				
Approach Delay, s/veh								0.0				
Approach LOS												

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2						
Case No		8.0						
Phs Duration (G+Y+Rc), s		22.5						
Change Period (Y+Rc), s		4.5						
Max Green (Gmax), s		18.0						
Max Allow Headway (MAH), s		0.0						
Max Q Clear (g_c+I1), s		0.0						
Green Ext Time (g_e), s		0.0						
Prob of Phs Call (p_c)		1.00						
Prob of Max Out (p_x)		0.00						
Left-Turn Movement Data								
Assigned Mvmt		5						
Mvmt Sat Flow, veh/h		0						
Through Movement Data								
Assigned Mvmt		2						
Mvmt Sat Flow, veh/h		5529						
Right-Turn Movement Data								
Assigned Mvmt		12						
Mvmt Sat Flow, veh/h		0						
Left Lane Group Data								
Assigned Mvmt	0	5	0	0	0	0	0	0
Lane Assignment								

Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	18.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	0	0	0	0	0
Lane Assignment		T						
Lanes in Grp	0	3	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1729	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	4150	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	4150	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Intersection Summary	
HCM 6th Ctrl Delay	0.0
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	343	9	375	454	689	0	0	179	353
Future Volume (veh/h)	0	0	0	343	9	375	454	689	0	0	179	353
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1700	1800	1800	1700	1800	0	0	1800	1900
Adj Flow Rate, veh/h				343	9	375	454	689	0	0	179	353
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				429	11	391	490	2159	0	0	1339	439
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.26	0.26	0.26	0.30	0.63	0.00	0.00	0.27	0.27
Unsig. Movement Delay												
Ln Grp Delay, s/veh				38.0	0.0	64.3	43.9	7.1	0.0	0.0	22.2	41.6
Ln Grp LOS				D	A	E	D	A	A	A	C	D
Approach Vol, veh/h					727			1143			532	
Approach Delay, s/veh					51.5			21.7			35.1	
Approach LOS					D			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		55.0	25.0		28.7	26.3		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		50.5	20.5		26.5	19.5		
Max Allow Headway (MAH), s		5.2	4.7		3.8	4.4		
Max Q Clear (g_c+I1), s		9.4	21.4		23.7	18.3		
Green Ext Time (g_e), s		5.6	0.0		0.5	0.3		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	1.00		1.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			1672		1619	0		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3510	44			5076		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1525			1610		

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

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	352	0	454	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1716	0	1619	0	0	0
Q Serve Time (g_s), s	0.0	0.0	15.4	0.0	21.7	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	15.4	0.0	21.7	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	21.8	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.97	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	440	0	490	0	0	0
V/C Ratio (X)	0.00	0.00	0.80	0.00	0.93	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	440	0	536	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.72	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	27.8	0.0	27.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	10.1	0.0	16.8	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	38.0	0.0	43.9	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	6.0	0.0	7.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	1.2	0.0	2.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	7.3	0.0	10.2	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.15	0.00	0.93	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	3	0	0
Grp Vol (v), veh/h	0	689	0	0	0	179	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	0	0	1638	0	0
Q Serve Time (g_s), s	0.0	7.4	0.0	0.0	0.0	2.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.4	0.0	0.0	0.0	2.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	2159	0	0	0	1339	0	0
V/C Ratio (X)	0.00	0.32	0.00	0.00	0.00	0.13	0.00	0.00
Avail Cap (c_a), veh/h	0	2159	0	0	0	1339	0	0
Upstream Filter (I)	0.00	0.72	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.8	0.0	0.0	0.0	22.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	7.1	0.0	0.0	0.0	22.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.3	0.0	0.0	0.0	0.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.4	0.0	0.0	0.0	0.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.22	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	375	0	0	353	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1525	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	19.4	0.0	0.0	16.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	19.4	0.0	0.0	16.3	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	391	0	0	439	0	0
V/C Ratio (X)	0.00	0.00	0.96	0.00	0.00	0.80	0.00	0.00
Avail Cap (c_a), veh/h	0	0	391	0	0	439	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	29.3	0.0	0.0	27.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	35.0	0.0	0.0	14.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	64.3	0.0	0.0	41.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	6.8	0.0	0.0	6.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	3.8	0.0	0.0	1.8	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	10.6	0.0	0.0	7.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.22	0.00	0.00	0.17	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	33.7
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	338	3	361	0	0	0	0	822	436	259	505	0
Future Volume (veh/h)	338	3	361	0	0	0	0	822	436	259	505	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800				0	1800	1800	1700	1900	0
Adj Flow Rate, veh/h	338	3	361				0	822	436	259	505	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	350	3	374				0	1280	397	285	1711	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.45	0.45	0.45				0.00	0.26	0.26	0.18	0.47	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	56.5	0.0	0.0				0.0	41.9	118.3	73.6	19.7	0.0
Ln Grp LOS	E	A	A				A	D	F	E	B	A
Approach Vol, veh/h		702						1258			764	
Approach Delay, s/veh		56.5						68.4			38.0	
Approach LOS		E						E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		12.0		4.0		
Phs Duration (G+Y+Rc), s	25.6	35.8		58.6		61.4		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	24.9	26.1		55.5		55.5		
Max Allow Headway (MAH), s	3.8	4.8		5.5		5.2		
Max Q Clear (g_c+I1), s	20.8	33.3		52.8		12.3		
Green Ext Time (g_e), s	0.3	0.0		1.3		3.8		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	0.83	0.00		1.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	1619	0		776				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5076		7		3705		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1525		829		0		

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

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	259	0	0	702	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	0	0	1612	0	0	0	0
Q Serve Time (g_s), s	18.8	0.0	0.0	50.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	18.8	0.0	0.0	50.8	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	31.3	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.48	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	285	0	0	727	0	0	0	0
V/C Ratio (X)	0.91	0.00	0.00	0.97	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	336	0	0	746	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	48.5	0.0	0.0	32.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	25.1	0.0	0.0	24.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	73.6	0.0	0.0	56.5	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	7.6	0.0	0.0	19.2	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	2.0	0.0	0.0	4.9	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	9.6	0.0	0.0	24.1	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.87	0.00	0.00	0.41	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	3	0	0	0	2	0	0
Grp Vol (v), veh/h	0	822	0	0	0	505	0	0
Grp Sat Flow (s), veh/h/ln	0	1638	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	17.8	0.0	0.0	0.0	10.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	17.8	0.0	0.0	0.0	10.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1280	0	0	0	1711	0	0
V/C Ratio (X)	0.00	0.64	0.00	0.00	0.00	0.30	0.00	0.00
Avail Cap (c_a), veh/h	0	1280	0	0	0	1711	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	39.4	0.0	0.0	0.0	19.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.5	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	41.9	0.0	0.0	0.0	19.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.2	0.0	0.0	0.0	4.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	7.5	0.0	0.0	0.0	4.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.24	0.00	0.00	0.00	0.40	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	436	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1525	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	31.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	31.3	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.51	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	397	0	0	0	0	0	0
V/C Ratio (X)	0.00	1.10	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	397	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	73.9	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	118.3	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	11.7	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	8.2	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	19.9	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	9.6	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		56.8						
HCM 6th LOS		E						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	680	50	173	241	133	99	551	487	201	290	25
Future Volume (veh/h)	57	680	50	173	241	133	99	551	487	201	290	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	57	680	50	173	241	133	99	551	487	201	290	25
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	71	746	55	174	636	339	123	1103	492	225	1228	105
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.04	0.23	0.23	0.11	0.30	0.30	0.08	0.32	0.32	0.14	0.39	0.39
Unsig. Movement Delay												
Ln Grp Delay, s/veh	61.6	58.1	57.9	104.6	25.6	25.8	50.2	25.9	64.3	71.3	19.5	19.6
Ln Grp LOS	E	E	E	F	C	C	D	C	E	E	B	B
Approach Vol, veh/h		787			547			1137			516	
Approach Delay, s/veh		58.2			50.6			44.5			39.7	
Approach LOS		E			D			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	17.0	33.5	14.2	25.3	11.4	39.2	8.4	31.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	12.5	28.7	9.7	21.1	11.7	29.5	8.7	22.1
Max Allow Headway (MAH), s	3.8	4.7	3.8	5.3	3.8	5.3	3.8	5.4
Max Q Clear (g_c+I1), s	13.0	30.6	11.6	20.5	7.4	7.6	5.1	10.3
Green Ext Time (g_e), s	0.0	0.0	0.0	0.3	0.1	1.8	0.0	1.7
Prob of Phs Call (p_c)	0.99	1.00	0.99	1.00	0.92	1.00	0.76	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	0.60	0.00	1.00	0.13

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1619	1619	1619	1619

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3420	3230	3188	2155

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1525	237	273	1148

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	201	0	173	0	99	0	57	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	11.0	0.0	9.6	0.0	5.4	0.0	3.1	0.0
Cycle Q Clear Time (g_c), s	11.0	0.0	9.6	0.0	5.4	0.0	3.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	225	0	174	0	123	0	71	0
V/C Ratio (X)	0.89	0.00	0.99	0.00	0.80	0.00	0.81	0.00
Avail Cap (c_a), veh/h	225	0	174	0	210	0	157	0
Upstream Filter (I)	1.00	0.00	0.97	0.00	0.80	0.00	1.00	0.00
Uniform Delay (d1), s/veh	38.1	0.0	40.1	0.0	40.9	0.0	42.7	0.0
Incr Delay (d2), s/veh	33.2	0.0	64.5	0.0	9.3	0.0	19.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	71.3	0.0	104.6	0.0	50.2	0.0	61.6	0.0
1st-Term Q (Q1), veh/ln	4.3	0.0	3.8	0.0	2.1	0.0	1.2	0.0
2nd-Term Q (Q2), veh/ln	2.1	0.0	3.1	0.0	0.3	0.0	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	6.3	0.0	6.9	0.0	2.4	0.0	1.6	0.0
%ile Storage Ratio (RQ%)	0.10	0.00	0.06	0.00	0.12	0.00	0.02	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	1	0	1
Grp Vol (v), veh/h	0	551	0	360	0	155	0	189
Grp Sat Flow (s), veh/h/ln	0	1710	0	1710	0	1710	0	1710
Q Serve Time (g_s), s	0.0	11.7	0.0	18.4	0.0	5.5	0.0	7.9
Cycle Q Clear Time (g_c), s	0.0	11.7	0.0	18.4	0.0	5.5	0.0	7.9
Lane Grp Cap (c), veh/h	0	1103	0	395	0	659	0	505
V/C Ratio (X)	0.00	0.50	0.00	0.91	0.00	0.23	0.00	0.38
Avail Cap (c_a), veh/h	0	1103	0	401	0	659	0	505
Upstream Filter (I)	0.00	0.80	0.00	1.00	0.00	1.00	0.00	0.97
Uniform Delay (d1), s/veh	0.0	24.6	0.0	33.7	0.0	18.7	0.0	25.1
Incr Delay (d2), s/veh	0.0	1.3	0.0	24.4	0.0	0.8	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.9	0.0	58.1	0.0	19.5	0.0	25.6
1st-Term Q (Q1), veh/ln	0.0	4.6	0.0	7.4	0.0	2.1	0.0	3.1
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	2.7	0.0	0.2	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.8	0.0	10.1	0.0	2.3	0.0	3.2
%ile Storage Ratio (RQ%)	0.00	0.24	0.00	0.14	0.00	0.04	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	487	0	370	0	160	0	185
Grp Sat Flow (s), veh/h/ln	0	1525	0	1757	0	1751	0	1593
Q Serve Time (g_s), s	0.0	28.6	0.0	18.5	0.0	5.6	0.0	8.3
Cycle Q Clear Time (g_c), s	0.0	28.6	0.0	18.5	0.0	5.6	0.0	8.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.14	0.00	0.16	0.00	0.72
Lane Grp Cap (c), veh/h	0	492	0	406	0	674	0	470
V/C Ratio (X)	0.00	0.99	0.00	0.91	0.00	0.24	0.00	0.39
Avail Cap (c_a), veh/h	0	492	0	412	0	674	0	470
Upstream Filter (I)	0.00	0.80	0.00	1.00	0.00	1.00	0.00	0.97
Uniform Delay (d1), s/veh	0.0	30.3	0.0	33.7	0.0	18.7	0.0	25.3
Incr Delay (d2), s/veh	0.0	34.0	0.0	24.1	0.0	0.8	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	64.3	0.0	57.9	0.0	19.6	0.0	25.8
1st-Term Q (Q1), veh/ln	0.0	10.0	0.0	7.7	0.0	2.2	0.0	3.1
2nd-Term Q (Q2), veh/ln	0.0	4.6	0.0	2.7	0.0	0.2	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	14.7	0.0	10.4	0.0	2.4	0.0	3.1
%ile Storage Ratio (RQ%)	0.00	0.74	0.00	0.14	0.00	0.04	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	48.4
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	394	28	347	9	3	16	212	779	3	6	451	76
Future Volume (veh/h)	394	28	347	9	3	16	212	779	3	6	451	76
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	394	28	0	9	3	16	212	779	3	6	451	76
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	398	433		124	28	64	227	1997	8	13	1288	216
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.13	0.24	0.00	0.05	0.05	0.05	0.14	0.57	0.57	0.01	0.44	0.44
Unsig. Movement Delay												
Ln Grp Delay, s/veh	74.7	22.0	0.0	34.6	0.0	36.6	74.1	10.0	10.0	58.5	15.0	15.0
Ln Grp LOS	E	C		C	A	D	E	B	A	E	B	B
Approach Vol, veh/h		422			28			994			533	
Approach Delay, s/veh		71.2			35.7			23.7			15.5	
Approach LOS		E			D			C			B	

Timer:		1	2	3	4	5	6	7	8
Assigned Phs		1	2		4	5	6	7	8
Case No		2.0	4.0		3.0	2.0	4.0	2.0	8.3
Phs Duration (G+Y+Rc), s		5.1	47.4		22.5	15.0	37.5	14.6	7.9
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s		5.0	23.9		32.6	10.5	18.4	10.1	18.0
Max Allow Headway (MAH), s		3.8	5.2		5.2	3.8	5.3	3.8	5.4
Max Q Clear (g_c+I1), s		2.3	11.2		2.9	11.7	9.7	12.0	2.8
Green Ext Time (g_e), s		0.0	4.0		0.1	0.0	2.1	0.0	0.1
Prob of Phs Call (p_c)		0.12	1.00		1.00	0.99	1.00	1.00	0.69
Prob of Max Out (p_x)		1.00	0.00		0.00	1.00	0.00	1.00	0.00

Left-Turn Movement Data									
Assigned Mvmt		1				5		7	3
Mvmt Sat Flow, veh/h		1619				1619		2956	880

Through Movement Data									
Assigned Mvmt			2		4		6		8
Mvmt Sat Flow, veh/h			3494		1800		2931		610

Right-Turn Movement Data									
Assigned Mvmt			12		14		16		18
Mvmt Sat Flow, veh/h			13		1525		491		1388

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

Lanes in Grp	1	0	0	0	1	0	2	1
Grp Vol (v), veh/h	6	0	0	0	212	0	394	12
Grp Sat Flow (s), veh/h/ln	1619	0	0	0	1619	0	1478	1489
Q Serve Time (g_s), s	0.3	0.0	0.0	0.0	9.7	0.0	10.0	0.0
Cycle Q Clear Time (g_c), s	0.3	0.0	0.0	0.0	9.7	0.0	10.0	0.5
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	1404
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	0.75
Lane Grp Cap (c), veh/h	13	0	0	0	227	0	398	152
V/C Ratio (X)	0.47	0.00	0.00	0.00	0.94	0.00	0.99	0.08
Avail Cap (c_a), veh/h	108	0	0	0	227	0	398	429
Upstream Filter (I)	0.85	0.00	0.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d1), s/veh	37.1	0.0	0.0	0.0	31.9	0.0	32.4	34.4
Incr Delay (d2), s/veh	21.5	0.0	0.0	0.0	42.1	0.0	42.3	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	58.5	0.0	0.0	0.0	74.1	0.0	74.7	34.6
1st-Term Q (Q1), veh/ln	0.1	0.0	0.0	0.0	3.7	0.0	3.4	0.2
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	2.7	0.0	2.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.2	0.0	0.0	0.0	6.3	0.0	5.8	0.2
%ile Storage Ratio (RQ%)	0.01	0.00	0.00	0.00	0.02	0.00	0.14	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	381	0	28	0	262	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	1800	0	1710	0	0
Q Serve Time (g_s), s	0.0	9.2	0.0	0.9	0.0	7.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	9.2	0.0	0.9	0.0	7.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	977	0	433	0	751	0	0
V/C Ratio (X)	0.00	0.39	0.00	0.06	0.00	0.35	0.00	0.00
Avail Cap (c_a), veh/h	0	977	0	782	0	751	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.85	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.9	0.0	22.0	0.0	13.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.1	0.0	1.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.0	0.0	22.0	0.0	15.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.0	0.0	0.4	0.0	2.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.3	0.0	0.4	0.0	2.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.01	0.00	0.15	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	401	0	0	0	265	0	16
Grp Sat Flow (s), veh/h/ln	0	1798	0	1525	0	1712	0	1388
Q Serve Time (g_s), s	0.0	9.2	0.0	0.0	0.0	7.7	0.0	0.8
Cycle Q Clear Time (g_c), s	0.0	9.2	0.0	0.0	0.0	7.7	0.0	0.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.01	0.00	1.00	0.00	0.29	0.00	1.00
Lane Grp Cap (c), veh/h	0	1027	0	367	0	752	0	64
V/C Ratio (X)	0.00	0.39	0.00	0.00	0.00	0.35	0.00	0.25
Avail Cap (c_a), veh/h	0	1027	0	663	0	752	0	333
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.85	0.00	1.00
Uniform Delay (d1), s/veh	0.0	8.9	0.0	0.0	0.0	13.9	0.0	34.5
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.0	1.1	0.0	2.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.0	0.0	0.0	0.0	15.0	0.0	36.6
1st-Term Q (Q1), veh/ln	0.0	3.1	0.0	0.0	0.0	2.8	0.0	0.3
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.4	0.0	0.0	0.0	3.0	0.0	0.3
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.15	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	34	0	57	0	903	41	38	783	0
Future Volume (veh/h)	0	0	0	34	0	57	0	903	41	38	783	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	0	1800	0	1800	1800	1700	1900	0
Adj Flow Rate, veh/h	0	0	0	34	0	57	0	903	41	38	783	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			No			Yes		
Cap, veh/h	0	2	0	46	0	0	0	1493	1265	48	1704	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00
Prop Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.00	0.00	1.00	1.00	0.03	0.90	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	0.0	78.7	0.0	0.0	0.0	1.8	0.0	81.3	2.0	0.0
Ln Grp LOS	A	A	A	E	A	A	A	A	A	F	A	A
Approach Vol, veh/h		0			34			944			821	
Approach Delay, s/veh		0.0			78.7			1.8			5.7	
Approach LOS					E			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6		
Case No	2.0	7.0	2.0	8.0		4.0		
Phs Duration (G+Y+Rc), s	8.1	104.0	7.9	0.0		112.1		
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5		
Max Green (Gmax), s	15.1	30.7	28.1	28.1		50.3		
Max Allow Headway (MAH), s	3.8	5.2	3.8	0.0		5.2		
Max Q Clear (g_c+I1), s	4.8	2.0	4.5	0.0		10.7		
Green Ext Time (g_e), s	0.0	8.4	0.1	0.0		7.0		
Prob of Phs Call (p_c)	0.72	1.00	0.68	0.00		1.00		
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00		0.00		

Left-Turn Movement Data				
Assigned Mvmt	1	5	3	7
Mvmt Sat Flow, veh/h	1619	0	1619	0

Through Movement Data			
Assigned Mvmt	2	4	6
Mvmt Sat Flow, veh/h	1800	-81000	1900

Right-Turn Movement Data			
Assigned Mvmt	12	14	16
Mvmt Sat Flow, veh/h	1525	0	0

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

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	38	0	34	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	0	0	0	0
Q Serve Time (g_s), s	2.8	0.0	2.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	2.8	0.0	2.5	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	99.5	0.0	-4.5	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	48	0	46	0	0	0	0	0
V/C Ratio (X)	0.78	0.00	0.74	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	204	0	379	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	57.8	0.0	57.9	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	23.5	0.0	20.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	81.3	0.0	78.7	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.1	0.0	1.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.5	0.0	1.3	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.15	0.00	0.02	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	903	0	0	0	783	0	0
Grp Sat Flow (s), veh/h/ln	0	1800	0	1800	0	1900	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	8.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	8.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	1493	0	2	0	1704	0	0
V/C Ratio (X)	0.00	0.60	0.00	0.00	0.00	0.46	0.00	0.00
Avail Cap (c_a), veh/h	0	1493	0	422	0	1704	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.8	0.0	0.0	0.0	0.9	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	1.8	0.0	0.0	0.0	2.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.8	0.0	0.0	0.0	0.4	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.8	0.0	0.0	0.0	1.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.00	0.00	0.12	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	41	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1525	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1265	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1265	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		5.0						
HCM 6th LOS		A						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	2	5	11	5	8	2	781	6	5	751	62
Future Volume (veh/h)	155	2	5	11	5	8	2	781	6	5	751	62
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1900	1700	1900	1900
Adj Flow Rate, veh/h	155	2	5	11	5	8	2	781	6	5	751	62
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	241	2	6	135	64	78	4	1328	10	10	1295	107
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Prop Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.00	0.74	0.74	0.01	1.00	1.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	53.3	0.0	0.0	45.5	0.0	0.0	112.8	0.0	8.6	90.0	0.0	1.8
Ln Grp LOS	D	A	A	D	A	A	F	A	A	F	A	A
Approach Vol, veh/h		162			24			789			818	
Approach Delay, s/veh		53.3			45.5			8.9			2.3	
Approach LOS		D			D			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	2.0	4.0		8.0	2.0	4.0		8.0
Phs Duration (G+Y+Rc), s	5.3	93.8		20.9	4.8	94.3		20.9
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green (Gmax), s	27.0	39.5		40.0	27.0	39.5		40.0
Max Allow Headway (MAH), s	3.8	5.2		5.3	3.8	5.3		5.4
Max Q Clear (g_c+I1), s	2.4	25.9		15.6	2.1	2.0		3.5
Green Ext Time (g_e), s	0.0	4.8		0.9	0.0	7.4		0.1
Prob of Phs Call (p_c)	0.15	1.00		1.00	0.06	1.00		1.00
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1619			1330	1619			670

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1784		17		1731		466

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		14		43		143		568

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

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	5	0	0	162	2	0	0	24
Grp Sat Flow (s), veh/h/ln	1619	0	0	1390	1619	0	0	1704
Q Serve Time (g_s), s	0.4	0.0	0.0	12.1	0.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.4	0.0	0.0	13.6	0.1	0.0	0.0	1.5
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1423	0	0	0	1431
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1718	0	0	0	1760
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	16.4	0.0	0.0	0.0	16.4
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	14.9	0.0	0.0	0.0	2.8
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	12.1	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.96	1.00	0.00	0.00	0.46
Lane Grp Cap (c), veh/h	10	0	0	249	4	0	0	277
V/C Ratio (X)	0.48	0.00	0.00	0.65	0.46	0.00	0.00	0.09
Avail Cap (c_a), veh/h	364	0	0	516	364	0	0	569
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.85	0.00	0.00	1.00
Uniform Delay (d1), s/veh	59.0	0.0	0.0	50.4	59.8	0.0	0.0	45.3
Incr Delay (d2), s/veh	30.9	0.0	0.0	2.9	53.1	0.0	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	90.0	0.0	0.0	53.3	112.8	0.0	0.0	45.5
1st-Term Q (Q1), veh/ln	0.2	0.0	0.0	4.7	0.1	0.0	0.0	0.6
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.2	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.2	0.0	0.0	4.9	0.1	0.0	0.0	0.6
%ile Storage Ratio (RQ%)	0.03	0.00	0.00	0.58	0.00	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	787	0	0	0	813	0	0
Grp Sat Flow (s), veh/h/ln	0	1798	0	0	0	1874	0	0
Q Serve Time (g_s), s	0.0	23.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	23.9	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.01	0.00	0.03	0.00	0.08	0.00	0.33
Lane Grp Cap (c), veh/h	0	1338	0	0	0	1402	0	0
V/C Ratio (X)	0.00	0.59	0.00	0.00	0.00	0.58	0.00	0.00
Avail Cap (c_a), veh/h	0	1338	0	0	0	1402	0	0
Upstream Filter (I)	0.00	0.85	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.6	0.0	0.0	0.0	1.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.6	0.0	0.0	0.0	1.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.9	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.7	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.5	0.0	0.0	0.0	0.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.00	0.00	0.07	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		10.4						
HCM 6th LOS		B						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	570	68	124	160	137	39	464	231	140	447	57
Future Volume (veh/h)	121	570	68	124	160	137	39	464	231	140	447	57
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1673	1772	1772	1673	1772	1870
Adj Flow Rate, veh/h	121	570	68	124	160	137	39	464	0	140	447	57
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	148	686	82	152	772	344	61	1056		171	1150	146
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.09	0.23	0.23	0.10	0.23	0.23	0.04	0.31	0.00	0.11	0.38	0.38
Unsig. Movement Delay												
Ln Grp Delay, s/veh	60.0	37.2	37.4	47.2	21.9	23.4	39.4	19.9	0.0	52.0	17.0	17.1
Ln Grp LOS	E	D	D	D	C	C	D	B		D	B	B
Approach Vol, veh/h		759			421			503			644	
Approach Delay, s/veh		41.0			29.8			21.4			24.6	
Approach LOS		D			C			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	12.0	26.5	11.2	20.4	7.2	31.3	11.0	20.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	7.5	19.0	7.5	18.0	5.8	20.7	6.5	19.0
Max Allow Headway (MAH), s	3.8	5.2	3.8	5.3	3.8	5.3	3.8	4.7
Max Q Clear (g_c+I1), s	8.0	9.7	7.3	14.6	3.7	9.6	7.2	7.4
Green Ext Time (g_e), s	0.0	2.1	0.0	1.3	0.0	2.3	0.0	1.1
Prob of Phs Call (p_c)	0.93	1.00	0.91	1.00	0.53	1.00	0.90	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.04

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1594	1594	1594	1594

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3367	3030	3005	3367

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1502	361	381	1502

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	140	0	124	0	39	0	121	0
Grp Sat Flow (s), veh/h/ln	1594	0	1594	0	1594	0	1594	0
Q Serve Time (g_s), s	6.0	0.0	5.3	0.0	1.7	0.0	5.2	0.0
Cycle Q Clear Time (g_c), s	6.0	0.0	5.3	0.0	1.7	0.0	5.2	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	171	0	152	0	61	0	148	0
V/C Ratio (X)	0.82	0.00	0.81	0.00	0.64	0.00	0.82	0.00
Avail Cap (c_a), veh/h	171	0	171	0	132	0	148	0
Upstream Filter (I)	0.78	0.00	0.65	0.00	0.55	0.00	1.00	0.00
Uniform Delay (d1), s/veh	30.6	0.0	31.0	0.0	33.2	0.0	31.2	0.0
Incr Delay (d2), s/veh	21.4	0.0	16.1	0.0	6.2	0.0	28.8	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	52.0	0.0	47.2	0.0	39.4	0.0	60.0	0.0
1st-Term Q (Q1), veh/ln	2.2	0.0	2.0	0.0	0.6	0.0	1.9	0.0
2nd-Term Q (Q2), veh/ln	1.0	0.0	0.7	0.0	0.1	0.0	1.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	3.2	0.0	2.7	0.0	0.7	0.0	3.1	0.0
%ile Storage Ratio (RQ%)	0.32	0.00	0.03	0.00	0.11	0.00	0.79	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	1	0	2
Grp Vol (v), veh/h	0	464	0	316	0	249	0	160
Grp Sat Flow (s), veh/h/ln	0	1683	0	1683	0	1683	0	1683
Q Serve Time (g_s), s	0.0	7.7	0.0	12.5	0.0	7.5	0.0	2.7
Cycle Q Clear Time (g_c), s	0.0	7.7	0.0	12.5	0.0	7.5	0.0	2.7
Lane Grp Cap (c), veh/h	0	1056	0	381	0	644	0	772
V/C Ratio (X)	0.00	0.44	0.00	0.83	0.00	0.39	0.00	0.21
Avail Cap (c_a), veh/h	0	1056	0	433	0	644	0	914
Upstream Filter (I)	0.00	0.55	0.00	1.00	0.00	0.78	0.00	0.65
Uniform Delay (d1), s/veh	0.0	19.1	0.0	25.8	0.0	15.7	0.0	21.8
Incr Delay (d2), s/veh	0.0	0.7	0.0	11.5	0.0	1.4	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	19.9	0.0	37.2	0.0	17.0	0.0	21.9
1st-Term Q (Q1), veh/ln	0.0	2.8	0.0	4.7	0.0	2.7	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	1.2	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.9	0.0	5.9	0.0	2.9	0.0	1.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.03	0.00	0.03	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	322	0	255	0	137
Grp Sat Flow (s), veh/h/ln	0	1502	0	1707	0	1703	0	1502
Q Serve Time (g_s), s	0.0	0.0	0.0	12.6	0.0	7.6	0.0	5.4
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	12.6	0.0	7.6	0.0	5.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.21	0.00	0.22	0.00	1.00
Lane Grp Cap (c), veh/h	0	471	0	387	0	652	0	344
V/C Ratio (X)	0.00	0.00	0.00	0.83	0.00	0.39	0.00	0.40
Avail Cap (c_a), veh/h	0	471	0	439	0	652	0	408
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.78	0.00	0.65
Uniform Delay (d1), s/veh	0.0	0.0	0.0	25.8	0.0	15.7	0.0	22.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	11.6	0.0	1.4	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	37.4	0.0	17.1	0.0	23.4
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.8	0.0	2.7	0.0	1.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	1.3	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.1	0.0	3.0	0.0	1.9
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	30.2
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	223	441	109	261	213	52	67	489	236	128	470	93
Future Volume (veh/h)	223	441	109	261	213	52	67	489	236	128	470	93
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	223	441	59	261	213	52	67	489	136	128	470	93
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	257	545	72	294	554	132	83	841	233	156	1500	290
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00
Prop Arrive On Green	0.21	0.24	0.24	0.24	0.27	0.27	0.07	0.42	0.42	0.13	0.36	0.36
Unsig. Movement Delay												
Ln Grp Delay, s/veh	51.1	38.8	39.4	53.9	25.8	26.0	52.6	23.2	23.4	56.2	18.9	19.6
Ln Grp LOS	D	D	D	D	C	C	D	C	C	E	B	B
Approach Vol, veh/h		723			526			692			691	
Approach Delay, s/veh		42.8			39.8			26.1			26.0	
Approach LOS		D			D			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	12.2	29.9	19.0	18.9	8.6	33.5	17.2	20.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	8.5	20.0	15.5	18.0	7.9	20.6	14.9	18.6
Max Allow Headway (MAH), s	3.8	5.3	3.8	5.3	3.8	5.3	3.8	5.3
Max Q Clear (g_c+I1), s	8.2	13.4	14.5	13.0	5.3	8.7	12.6	7.2
Green Ext Time (g_e), s	0.0	2.1	0.1	1.3	0.0	2.8	0.1	1.1
Prob of Phs Call (p_c)	0.94	1.00	1.00	1.00	0.77	1.00	0.99	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.08

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1619	1619	1619	1619

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	2647	3034	4134	2738

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	732	404	798	654

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	128	0	261	0	67	0	223	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	6.2	0.0	12.5	0.0	3.3	0.0	10.6	0.0
Cycle Q Clear Time (g_c), s	6.2	0.0	12.5	0.0	3.3	0.0	10.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	156	0	294	0	83	0	257	0
V/C Ratio (X)	0.82	0.00	0.89	0.00	0.81	0.00	0.87	0.00
Avail Cap (c_a), veh/h	172	0	314	0	160	0	302	0
Upstream Filter (I)	0.88	0.00	1.00	0.00	0.94	0.00	1.00	0.00
Uniform Delay (d1), s/veh	34.2	0.0	29.6	0.0	36.9	0.0	30.7	0.0
Incr Delay (d2), s/veh	22.0	0.0	24.4	0.0	15.7	0.0	20.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	56.2	0.0	53.9	0.0	52.6	0.0	51.1	0.0
1st-Term Q (Q1), veh/ln	2.3	0.0	4.3	0.0	1.2	0.0	3.8	0.0
2nd-Term Q (Q2), veh/ln	1.0	0.0	2.0	0.0	0.4	0.0	1.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	3.3	0.0	6.3	0.0	1.6	0.0	5.2	0.0
%ile Storage Ratio (RQ%)	0.45	0.00	0.04	0.00	0.20	0.00	0.60	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	315	0	248	0	370	0	131
Grp Sat Flow (s), veh/h/ln	0	1710	0	1710	0	1638	0	1710
Q Serve Time (g_s), s	0.0	11.3	0.0	10.9	0.0	6.5	0.0	5.0
Cycle Q Clear Time (g_c), s	0.0	11.3	0.0	10.9	0.0	6.5	0.0	5.0
Lane Grp Cap (c), veh/h	0	544	0	307	0	1189	0	346
V/C Ratio (X)	0.00	0.58	0.00	0.81	0.00	0.31	0.00	0.38
Avail Cap (c_a), veh/h	0	544	0	385	0	1189	0	398
Upstream Filter (I)	0.00	0.94	0.00	1.00	0.00	0.88	0.00	1.00
Uniform Delay (d1), s/veh	0.0	19.0	0.0	29.1	0.0	18.3	0.0	25.2
Incr Delay (d2), s/veh	0.0	4.2	0.0	9.7	0.0	0.6	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.2	0.0	38.8	0.0	18.9	0.0	25.8
1st-Term Q (Q1), veh/ln	0.0	3.9	0.0	4.1	0.0	2.3	0.0	1.9
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.8	0.0	0.1	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.5	0.0	4.9	0.0	2.4	0.0	2.0
%ile Storage Ratio (RQ%)	0.00	0.12	0.00	0.02	0.00	0.02	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	310	0	252	0	193	0	134
Grp Sat Flow (s), veh/h/ln	0	1668	0	1727	0	1656	0	1682
Q Serve Time (g_s), s	0.0	11.4	0.0	11.0	0.0	6.7	0.0	5.2
Cycle Q Clear Time (g_c), s	0.0	11.4	0.0	11.0	0.0	6.7	0.0	5.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.44	0.00	0.23	0.00	0.48	0.00	0.39
Lane Grp Cap (c), veh/h	0	530	0	310	0	601	0	340
V/C Ratio (X)	0.00	0.58	0.00	0.81	0.00	0.32	0.00	0.39
Avail Cap (c_a), veh/h	0	530	0	389	0	601	0	391
Upstream Filter (I)	0.00	0.94	0.00	1.00	0.00	0.88	0.00	1.00
Uniform Delay (d1), s/veh	0.0	19.0	0.0	29.2	0.0	18.4	0.0	25.2
Incr Delay (d2), s/veh	0.0	4.4	0.0	10.2	0.0	1.2	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.4	0.0	39.4	0.0	19.6	0.0	26.0
1st-Term Q (Q1), veh/ln	0.0	3.8	0.0	4.2	0.0	2.5	0.0	2.0
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.9	0.0	0.2	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.5	0.0	5.0	0.0	2.7	0.0	2.0
%ile Storage Ratio (RQ%)	0.00	0.12	0.00	0.02	0.00	0.03	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	176	316	160	354	779	0	0	718	457
Future Volume (veh/h)	0	0	0	176	316	160	354	779	0	0	718	457
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1700	1800	1800	1700	1800	0	0	1800	1900
Adj Flow Rate, veh/h				176	316	160	354	779	0	0	718	457
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				192	345	463	373	2125	0	0	1208	569
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.30	0.30	0.30	0.46	1.00	0.00	0.00	0.35	0.35
Unsig. Movement Delay												
Ln Grp Delay, s/veh				57.8	0.0	33.0	56.4	0.4	0.0	0.0	33.6	44.8
Ln Grp LOS				E	A	C	E	A	A	A	C	D
Approach Vol, veh/h					652			1133			1175	
Approach Delay, s/veh					51.7			17.9			37.9	
Approach LOS					D			B			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		79.1	40.9		32.2	46.9		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		69.5	41.5		32.5	32.5		
Max Allow Headway (MAH), s		5.2	5.0		3.8	4.8		
Max Q Clear (g_c+I1), s		2.0	34.2		27.1	32.8		
Green Ext Time (g_e), s		6.7	2.2		0.5	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	0.62		0.42	0.00		
Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			633		1619	0		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3510	1136			3510		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1525			1610		
Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0
Lane Assignment			L+T		L (Prot)			

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	492	0	354	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1768	0	1619	0	0	0
Q Serve Time (g_s), s	0.0	0.0	32.2	0.0	25.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	32.2	0.0	25.1	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	42.4	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.36	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	537	0	373	0	0	0
V/C Ratio (X)	0.00	0.00	0.92	0.00	0.95	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	612	0	438	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.83	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	40.3	0.0	31.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	17.4	0.0	24.8	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	57.8	0.0	56.4	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	13.9	0.0	7.7	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	2.6	0.0	2.6	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	16.5	0.0	10.2	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.39	0.00	1.70	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	779	0	0	0	718	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	0	0	1710	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	20.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	20.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	2125	0	0	0	1208	0	0
V/C Ratio (X)	0.00	0.37	0.00	0.00	0.00	0.59	0.00	0.00
Avail Cap (c_a), veh/h	0	2125	0	0	0	1208	0	0
Upstream Filter (I)	0.00	0.83	0.00	0.00	0.00	0.84	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	31.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	1.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	0.0	0.0	0.0	33.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	8.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.0	0.0	8.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.23	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	160	0	0	457	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1525	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	9.8	0.0	0.0	30.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	9.8	0.0	0.0	30.8	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	463	0	0	569	0	0
V/C Ratio (X)	0.00	0.00	0.35	0.00	0.00	0.80	0.00	0.00
Avail Cap (c_a), veh/h	0	0	528	0	0	569	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.84	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	32.5	0.0	0.0	35.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.0	0.0	9.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	33.0	0.0	0.0	44.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	3.6	0.0	0.0	11.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	1.5	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	3.7	0.0	0.0	13.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.09	0.00	0.00	0.35	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	33.3
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	348	64	488	0	0	0	0	777	252	223	679	0
Future Volume (veh/h)	348	64	488	0	0	0	0	777	252	223	679	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800				0	1800	1800	1700	1900	0
Adj Flow Rate, veh/h	348	64	488				0	777	252	223	679	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	480	88	502				0	1389	620	246	2151	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Prop Arrive On Green	0.33	0.33	0.33				0.00	0.41	0.41	0.30	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	40.0	0.0	72.6				0.0	29.0	27.3	56.1	0.3	0.0
Ln Grp LOS	D	A	E				A	C	C	E	A	A
Approach Vol, veh/h		900						1029			902	
Approach Delay, s/veh		57.7						28.6			14.1	
Approach LOS		E						C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		12.0		4.0		
Phs Duration (G+Y+Rc), s	22.8	53.2		44.0		76.0		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	26.5	40.5		39.5		71.5		
Max Allow Headway (MAH), s	3.8	4.9		5.5		5.2		
Max Q Clear (g_c+I1), s	17.9	22.9		39.9		2.0		
Green Ext Time (g_e), s	0.4	6.0		0.0		5.6		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	0.03	0.00		1.00		0.00		

Left-Turn Movement Data			
Assigned Mvmt	1	5	7
Mvmt Sat Flow, veh/h	1619	0	1459

Through Movement Data			
Assigned Mvmt	2	4	6
Mvmt Sat Flow, veh/h	3510	268	3705

Right-Turn Movement Data			
Assigned Mvmt	12	14	16
Mvmt Sat Flow, veh/h	1525	1525	0

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

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	223	0	0	412	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	0	0	1727	0	0	0	0
Q Serve Time (g_s), s	15.9	0.0	0.0	25.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	15.9	0.0	0.0	25.2	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	48.7	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.84	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	246	0	0	568	0	0	0	0
V/C Ratio (X)	0.91	0.00	0.00	0.72	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	358	0	0	568	0	0	0	0
Upstream Filter (I)	0.72	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	40.9	0.0	0.0	35.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	15.2	0.0	0.0	4.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	56.1	0.0	0.0	40.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	5.4	0.0	0.0	10.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	1.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	6.4	0.0	0.0	11.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.07	0.00	0.00	0.33	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	777	0	0	0	679	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	20.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	20.9	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1389	0	0	0	2151	0	0
V/C Ratio (X)	0.00	0.56	0.00	0.00	0.00	0.32	0.00	0.00
Avail Cap (c_a), veh/h	0	1389	0	0	0	2151	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.72	0.00	0.00
Uniform Delay (d1), s/veh	0.0	27.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.6	0.0	0.0	0.0	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
Control Delay (d), s/veh	0.0	29.0	0.0	0.0	0.0	0.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.5	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	8.8	0.0	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.17	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		T+R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	252	0	488	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1525	0	1525	0	0	0	0
Q Serve Time (g_s), s	0.0	14.1	0.0	37.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	14.1	0.0	37.9	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	620	0	502	0	0	0	0
V/C Ratio (X)	0.00	0.41	0.00	0.97	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	620	0	502	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	25.3	0.0	39.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.0	0.0	32.9	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	27.3	0.0	72.6	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.1	0.0	14.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	4.6	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.4	0.0	18.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.10	0.00	0.55	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		33.2						
HCM 6th LOS		C						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	947	538	274	545	0	0	0	0	308	6	124
Future Volume (veh/h)	0	947	538	274	545	0	0	0	0	308	6	124
Number	7	4	14	3	8	18				1	6	16
Initial Q, veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1800	1800	1700	1800	0				1700	1800	1900
Adj Flow Rate, veh/h	0	947	0	274	545	0				308	6	124
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	1117		334	1609	0				765	15	732
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Prop Arrive On Green	0.00	0.33	0.00	0.11	0.47	0.00				0.45	0.45	0.45
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	39.4	0.0	58.5	20.1	0.0				22.2	0.0	19.4
Ln Grp LOS	A	D		E	C	A				C	A	B
Approach Vol, veh/h		947			819						438	
Approach Delay, s/veh		39.4			33.0						21.4	
Approach LOS		D			C						C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	6		3	4				8
Case No	11.0		2.0	7.0				4.0
Phs Duration (G+Y+Rc), s	59.1		17.2	43.7				60.9
Change Period (Y+Rc), s	4.5		4.5	4.5				4.5
Max Green (Gmax), s	38.5		18.5	49.5				72.5
Max Allow Headway (MAH), s	5.0		3.8	5.2				5.2
Max Q Clear (g_c+I1), s	16.7		12.3	32.9				14.0
Green Ext Time (g_e), s	2.3		0.5	6.3				4.3
Prob of Phs Call (p_c)	1.00		1.00	1.00				1.00
Prob of Max Out (p_x)	0.00		0.17	0.24				0.00

Left-Turn Movement Data			
Assigned Mvmt	1	3	7
Mvmt Sat Flow, veh/h	1683	3141	0

Through Movement Data			
Assigned Mvmt	6	4	8
Mvmt Sat Flow, veh/h	33	3510	3510

Right-Turn Movement Data			
Assigned Mvmt	16	14	18
Mvmt Sat Flow, veh/h	1610	1525	0

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

Lanes in Grp	1	0	2	0	0	0	0	0
Grp Vol (v), veh/h	314	0	274	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1716	0	1570	0	0	0	0	0
Q Serve Time (g_s), s	14.7	0.0	10.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	14.7	0.0	10.3	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	39.2	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.98	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	780	0	334	0	0	0	0	0
V/C Ratio (X)	0.40	0.00	0.82	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	780	0	484	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.81	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	21.8	0.0	52.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	6.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	22.2	0.0	58.5	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	5.9	0.0	4.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	6.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.46	0.00	0.27	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	6	0	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	2
Grp Vol (v), veh/h	0	0	0	947	0	0	0	545
Grp Sat Flow (s), veh/h/ln	0	0	0	1710	0	0	0	1710
Q Serve Time (g_s), s	0.0	0.0	0.0	30.9	0.0	0.0	0.0	12.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	30.9	0.0	0.0	0.0	12.0
Lane Grp Cap (c), veh/h	0	0	0	1117	0	0	0	1609
V/C Ratio (X)	0.00	0.00	0.00	0.85	0.00	0.00	0.00	0.34
Avail Cap (c_a), veh/h	0	0	0	1411	0	0	0	2066
Upstream Filter (I)	0.00	0.00	0.00	0.42	0.00	0.00	0.00	0.81
Uniform Delay (d1), s/veh	0.0	0.0	0.0	37.6	0.0	0.0	0.0	20.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	39.4	0.0	0.0	0.0	20.1
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	12.8	0.0	0.0	0.0	4.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	13.1	0.0	0.0	0.0	4.8
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.30
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	16	0	0	14	0	0	0	18
Lane Assignment	R			R				
Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	124	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1610	0	0	1525	0	0	0	0
Q Serve Time (g_s), s	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	732	0	0	498	0	0	0	0
V/C Ratio (X)	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	732	0	0	629	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	19.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	19.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	212	1026	0	0	600	249	218	0	478	0	0	0
Future Volume (veh/h)	212	1026	0	0	600	249	218	0	478	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	0	0	1800	1800	1600	1800	1800			
Adj Flow Rate, veh/h	212	1026	0	0	600	249	218	0	478			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Opposing Right Turn Influence	Yes			No			Yes					
Cap, veh/h	241	1338	0	0	1006	312	1627	0	1628			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.15	0.39	0.00	0.00	0.20	0.20	0.53	0.00	0.53			
Unsig. Movement Delay												
Ln Grp Delay, s/veh	56.3	32.4	0.0	0.0	43.8	53.2	14.1	0.0	15.6			
Ln Grp LOS	E	C	A	A	D	D	B	A	B			
Approach Vol, veh/h		1238			849			696				
Approach Delay, s/veh		36.5			46.6			15.1				
Approach LOS		D			D			B				

Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4			7	8			
Case No			9.0		4.0			2.0	7.0			
Phs Duration (G+Y+Rc), s			68.6		51.4			22.4	29.1			
Change Period (Y+Rc), s			4.5		4.5			4.5	4.5			
Max Green (Gmax), s			40.5		70.5			33.5	32.5			
Max Allow Headway (MAH), s			4.0		5.2			3.8	4.9			
Max Q Clear (g_c+I1), s			12.4		33.3			17.4	20.6			
Green Ext Time (g_e), s			2.9		9.3			0.5	3.9			
Prob of Phs Call (p_c)			1.00		1.00			1.00	1.00			
Prob of Max Out (p_x)			0.00		0.03			0.00	0.28			
Left-Turn Movement Data												
Assigned Mvmt			5					7	3			
Mvmt Sat Flow, veh/h			3048					1619	0			
Through Movement Data												
Assigned Mvmt			2		4				8			
Mvmt Sat Flow, veh/h			0		3510				5076			
Right-Turn Movement Data												
Assigned Mvmt			12		14				18			
Mvmt Sat Flow, veh/h			3051		0				1525			
Left Lane Group Data												
Assigned Mvmt		0	5	0	0	0	0	7	3			
Lane Assignment			L					L (Prot)				

Lanes in Grp	0	2	0	0	0	0	1	0
Grp Vol (v), veh/h	0	218	0	0	0	0	212	0
Grp Sat Flow (s), veh/h/ln	0	1524	0	0	0	0	1619	0
Q Serve Time (g_s), s	0.0	4.3	0.0	0.0	0.0	0.0	15.4	0.0
Cycle Q Clear Time (g_c), s	0.0	4.3	0.0	0.0	0.0	0.0	15.4	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1524	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.6
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	1627	0	0	0	0	241	0
V/C Ratio (X)	0.00	0.13	0.00	0.00	0.00	0.00	0.88	0.00
Avail Cap (c_a), veh/h	0	1627	0	0	0	0	452	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.60	0.00
Uniform Delay (d1), s/veh	0.0	14.0	0.0	0.0	0.0	0.0	50.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.1	0.0	0.0	0.0	0.0	56.3	0.0
1st-Term Q (Q1), veh/ln	0.0	1.5	0.0	0.0	0.0	0.0	6.2	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.5	0.0	0.0	0.0	0.0	6.6	0.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.00	0.00	0.00	0.41	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	3
Grp Vol (v), veh/h	0	0	0	1026	0	0	0	600
Grp Sat Flow (s), veh/h/ln	0	0	0	1710	0	0	0	1638
Q Serve Time (g_s), s	0.0	0.0	0.0	31.3	0.0	0.0	0.0	13.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	31.3	0.0	0.0	0.0	13.3
Lane Grp Cap (c), veh/h	0	0	0	1338	0	0	0	1006
V/C Ratio (X)	0.00	0.00	0.00	0.77	0.00	0.00	0.00	0.60
Avail Cap (c_a), veh/h	0	0	0	2009	0	0	0	1331
Upstream Filter (I)	0.00	0.00	0.00	0.60	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	31.8	0.0	0.0	0.0	43.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	32.4	0.0	0.0	0.0	43.8
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	12.8	0.0	0.0	0.0	5.4
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	12.9	0.0	0.0	0.0	5.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.79	0.00	0.00	0.00	0.07
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment		R						R
Lanes in Grp	0	2	0	0	0	0	0	1
Grp Vol (v), veh/h	0	478	0	0	0	0	0	249
Grp Sat Flow (s), veh/h/ln	0	1525	0	0	0	0	0	1525
Q Serve Time (g_s), s	0.0	10.4	0.0	0.0	0.0	0.0	0.0	18.6
Cycle Q Clear Time (g_c), s	0.0	10.4	0.0	0.0	0.0	0.0	0.0	18.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	1628	0	0	0	0	0	312
V/C Ratio (X)	0.00	0.29	0.00	0.00	0.00	0.00	0.00	0.80
Avail Cap (c_a), veh/h	0	1628	0	0	0	0	0	413
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	15.5	0.0	0.0	0.0	0.0	0.0	45.4
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.0	0.0	7.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.6	0.0	0.0	0.0	0.0	0.0	53.2
1st-Term Q (Q1), veh/ln	0.0	3.6	0.0	0.0	0.0	0.0	0.0	7.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.6	0.0	0.0	0.0	0.0	0.0	7.7
%ile Storage Ratio (RQ%)	0.00	0.17	0.00	0.00	0.00	0.00	0.00	0.88
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	34.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	735	85	127	325	133	29	48	268	162	321	117
Future Volume (veh/h)	138	735	85	127	325	133	29	48	268	162	321	117
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	138	735	85	127	325	133	29	48	268	162	321	117
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	166	809	361	154	413	350	49	554	469	196	983	352
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
Prop Arrive On Green	0.20	0.47	0.47	0.19	0.46	0.46	0.03	0.31	0.31	0.12	0.40	0.40
Unsig. Movement Delay												
Ln Grp Delay, s/veh	46.6	28.4	16.0	37.8	21.6	17.0	46.8	18.8	26.8	51.8	16.9	17.0
Ln Grp LOS	D	C	B	D	C	B	D	B	C	D	B	B
Approach Vol, veh/h		958			585			345			600	
Approach Delay, s/veh		29.9			24.1			27.4			26.4	
Approach LOS		C			C			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	13.6	27.6	11.6	22.2	6.8	34.4	12.2	21.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	10.5	19.5	8.5	18.5	5.9	24.1	8.5	18.5
Max Allow Headway (MAH), s	3.8	4.2	3.8	5.1	3.8	5.3	3.8	4.9
Max Q Clear (g_c+I1), s	9.3	13.1	7.7	16.9	3.3	8.9	8.1	13.5
Green Ext Time (g_e), s	0.0	0.6	0.0	0.8	0.0	2.3	0.0	1.1
Prob of Phs Call (p_c)	0.97	1.00	0.93	1.00	0.45	1.00	0.94	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.96

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1619	1619	1619	1619

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	1800	3420	2468	1800

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1525	1525	883	1525

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	162	0	127	0	29	0	138	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	7.3	0.0	5.7	0.0	1.3	0.0	6.1	0.0
Cycle Q Clear Time (g_c), s	7.3	0.0	5.7	0.0	1.3	0.0	6.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	196	0	154	0	49	0	166	0
V/C Ratio (X)	0.83	0.00	0.83	0.00	0.59	0.00	0.83	0.00
Avail Cap (c_a), veh/h	227	0	183	0	127	0	183	0
Upstream Filter (I)	1.00	0.00	0.31	0.00	1.00	0.00	0.65	0.00
Uniform Delay (d1), s/veh	32.2	0.0	29.8	0.0	35.9	0.0	29.2	0.0
Incr Delay (d2), s/veh	19.6	0.0	8.0	0.0	10.9	0.0	17.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	51.8	0.0	37.8	0.0	46.8	0.0	46.6	0.0
1st-Term Q (Q1), veh/ln	2.8	0.0	2.0	0.0	0.5	0.0	2.1	0.0
2nd-Term Q (Q2), veh/ln	1.1	0.0	0.3	0.0	0.1	0.0	0.8	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	3.8	0.0	2.3	0.0	0.7	0.0	2.9	0.0
%ile Storage Ratio (RQ%)	0.96	0.00	0.09	0.00	0.07	0.00	0.28	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	2	0	1	0	1
Grp Vol (v), veh/h	0	48	0	735	0	221	0	325
Grp Sat Flow (s), veh/h/ln	0	1800	0	1710	0	1710	0	1800
Q Serve Time (g_s), s	0.0	1.4	0.0	14.9	0.0	6.7	0.0	11.5
Cycle Q Clear Time (g_c), s	0.0	1.4	0.0	14.9	0.0	6.7	0.0	11.5
Lane Grp Cap (c), veh/h	0	554	0	809	0	681	0	413
V/C Ratio (X)	0.00	0.09	0.00	0.91	0.00	0.32	0.00	0.79
Avail Cap (c_a), veh/h	0	554	0	844	0	681	0	444
Upstream Filter (I)	0.00	1.00	0.00	0.65	0.00	1.00	0.00	0.31
Uniform Delay (d1), s/veh	0.0	18.5	0.0	19.0	0.0	15.6	0.0	18.8
Incr Delay (d2), s/veh	0.0	0.3	0.0	9.3	0.0	1.3	0.0	2.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	18.8	0.0	28.4	0.0	16.9	0.0	21.6
1st-Term Q (Q1), veh/ln	0.0	0.6	0.0	3.9	0.0	2.4	0.0	3.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	1.1	0.0	0.2	0.0	0.3

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.0	4.9	0.0	2.7	0.0	3.8
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.06	0.00	0.46	0.00	0.16
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	268	0	85	0	217	0	133
Grp Sat Flow (s), veh/h/ln	0	1525	0	1525	0	1641	0	1525
Q Serve Time (g_s), s	0.0	11.1	0.0	2.5	0.0	6.9	0.0	4.3
Cycle Q Clear Time (g_c), s	0.0	11.1	0.0	2.5	0.0	6.9	0.0	4.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.54	0.00	1.00
Lane Grp Cap (c), veh/h	0	469	0	361	0	653	0	350
V/C Ratio (X)	0.00	0.57	0.00	0.24	0.00	0.33	0.00	0.38
Avail Cap (c_a), veh/h	0	469	0	376	0	653	0	376
Upstream Filter (I)	0.00	1.00	0.00	0.65	0.00	1.00	0.00	0.31
Uniform Delay (d1), s/veh	0.0	21.8	0.0	15.7	0.0	15.7	0.0	16.8
Incr Delay (d2), s/veh	0.0	5.0	0.0	0.2	0.0	1.4	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.8	0.0	16.0	0.0	17.0	0.0	17.0
1st-Term Q (Q1), veh/ln	0.0	3.7	0.0	0.8	0.0	2.4	0.0	1.3
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.4	0.0	0.8	0.0	2.7	0.0	1.3
%ile Storage Ratio (RQ%)	0.00	0.24	0.00	0.01	0.00	0.46	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	27.3
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	439	513	164	35	341	174	80	471	54	255	23	169
Future Volume (veh/h)	439	513	164	35	341	174	80	471	54	255	23	169
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	439	513	164	35	341	174	80	471	54	255	23	169
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	489	610	517	52	371	314	145	699	385	286	89	655
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.33	0.68	0.68	0.06	0.41	0.21	0.25	0.25	0.25	0.18	0.48	0.48
Unsig. Movement Delay												
Ln Grp Delay, s/veh	40.8	18.7	10.4	55.2	51.7	33.8	37.0	39.4	26.8	62.6	0.0	14.8
Ln Grp LOS	D	B	B	E	D	C	D	D	C	E	A	B
Approach Vol, veh/h		1116			550			605			447	
Approach Delay, s/veh		26.2			46.3			37.1			42.1	
Approach LOS		C			D			D			D	

Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4		6	7	8			
Case No		2.0	7.3	2.0	3.0		4.0	2.0	3.0			
Phs Duration (G+Y+Rc), s		20.4	27.2	7.4	35.0		47.6	19.4	23.0			
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5		4.5	4.5	4.5			
Max Green (Gmax), s		16.5	20.5	5.0	30.0		41.5	15.5	19.5			
Max Allow Headway (MAH), s		3.8	5.2	3.8	5.0		5.5	3.8	4.8			
Max Q Clear (g_c+I1), s		15.9	16.5	3.9	21.2		8.6	14.7	18.1			
Green Ext Time (g_e), s		0.1	1.3	0.0	2.6		1.3	0.2	0.4			
Prob of Phs Call (p_c)		1.00	1.00	0.58	1.00		1.00	1.00	1.00			
Prob of Max Out (p_x)		1.00	0.00	1.00	0.46		0.00	1.00	1.00			

Left-Turn Movement Data												
Assigned Mvmt		1	5	3				7				
Mvmt Sat Flow, veh/h		1619	371	1619				2956				

Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			2773		1800		186		1800			

Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			1525		1525		1368		1525			

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

Lanes in Grp	1	1	1	0	0	0	2	0
Grp Vol (v), veh/h	255	285	35	0	0	0	439	0
Grp Sat Flow (s), veh/h/ln	1619	1588	1619	0	0	0	1478	0
Q Serve Time (g_s), s	13.9	11.2	1.9	0.0	0.0	0.0	12.7	0.0
Cycle Q Clear Time (g_c), s	13.9	14.5	1.9	0.0	0.0	0.0	12.7	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1210	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	22.7	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	22.7	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	11.2	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.28	1.00	0.00	0.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	286	452	52	0	0	0	489	0
V/C Ratio (X)	0.89	0.63	0.67	0.00	0.00	0.00	0.90	0.00
Avail Cap (c_a), veh/h	297	452	90	0	0	0	509	0
Upstream Filter (I)	1.00	1.00	1.00	0.00	0.00	0.00	0.56	0.00
Uniform Delay (d1), s/veh	36.2	30.4	41.6	0.0	0.0	0.0	29.4	0.0
Incr Delay (d2), s/veh	26.4	6.6	13.6	0.0	0.0	0.0	11.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	62.6	37.0	55.2	0.0	0.0	0.0	40.8	0.0
1st-Term Q (Q1), veh/ln	5.4	5.5	0.7	0.0	0.0	0.0	3.6	0.0
2nd-Term Q (Q2), veh/ln	2.1	0.8	0.2	0.0	0.0	0.0	0.8	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	7.5	6.3	0.9	0.0	0.0	0.0	4.4	0.0
%ile Storage Ratio (RQ%)	0.90	0.56	0.01	0.00	0.00	0.00	0.36	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T				T
Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	266	0	513	0	0	0	341
Grp Sat Flow (s), veh/h/ln	0	1556	0	1800	0	0	0	1800
Q Serve Time (g_s), s	0.0	13.9	0.0	19.2	0.0	0.0	0.0	16.1
Cycle Q Clear Time (g_c), s	0.0	13.9	0.0	19.2	0.0	0.0	0.0	16.1
Lane Grp Cap (c), veh/h	0	392	0	610	0	0	0	371
V/C Ratio (X)	0.00	0.68	0.00	0.84	0.00	0.00	0.00	0.92
Avail Cap (c_a), veh/h	0	392	0	610	0	0	0	390
Upstream Filter (I)	0.00	1.00	0.00	0.56	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	30.3	0.0	12.7	0.0	0.0	0.0	25.8
Incr Delay (d2), s/veh	0.0	9.0	0.0	6.0	0.0	0.0	0.0	26.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	39.4	0.0	18.7	0.0	0.0	0.0	51.7
1st-Term Q (Q1), veh/ln	0.0	5.1	0.0	4.0	0.0	0.0	0.0	5.0
2nd-Term Q (Q2), veh/ln	0.0	1.0	0.0	1.0	0.0	0.0	0.0	2.7

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	6.0	0.0	5.0	0.0	0.0	0.0	7.7
%ile Storage Ratio (RQ%)	0.00	0.53	0.00	0.21	0.00	0.00	0.00	0.09
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	54	0	164	0	192	0	174
Grp Sat Flow (s), veh/h/ln	0	1525	0	1525	0	1554	0	1525
Q Serve Time (g_s), s	0.0	2.5	0.0	4.0	0.0	6.6	0.0	9.2
Cycle Q Clear Time (g_c), s	0.0	2.5	0.0	4.0	0.0	6.6	0.0	9.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.88	0.00	1.00
Lane Grp Cap (c), veh/h	0	385	0	517	0	744	0	314
V/C Ratio (X)	0.00	0.14	0.00	0.32	0.00	0.26	0.00	0.55
Avail Cap (c_a), veh/h	0	385	0	517	0	744	0	331
Upstream Filter (I)	0.00	1.00	0.00	0.56	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	26.1	0.0	10.2	0.0	14.0	0.0	32.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.2	0.0	0.8	0.0	1.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.8	0.0	10.4	0.0	14.8	0.0	33.8
1st-Term Q (Q1), veh/ln	0.0	0.9	0.0	1.2	0.0	2.2	0.0	3.3
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.0	0.0	1.2	0.0	2.4	0.0	3.5
%ile Storage Ratio (RQ%)	0.00	0.34	0.00	0.05	0.00	0.29	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	35.3
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	224	2	127	576	543	0	0	536	683
Future Volume (veh/h)	0	0	0	224	2	127	576	543	0	0	536	683
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1700	1800	1800	1700	1800	0	0	1800	1800
Adj Flow Rate, veh/h				241	2	137	619	584	0	0	576	734
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.95	0.95	0.93	0.93
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				262	2	235	627	2636	0	0	1701	528
HCM Platoon Ratio				1.00	1.00	2.00	2.00	2.00	1.00	1.00	2.00	2.00
Prop Arrive On Green				0.15	0.15	0.31	0.77	1.00	0.00	0.00	0.69	0.69
Unsig. Movement Delay												
Ln Grp Delay, s/veh				84.6	0.0	41.9	39.0	0.1	0.0	0.0	13.5	205.2
Ln Grp LOS				F	A	D	D	A	A	A	B	F
Approach Vol, veh/h					380			1203			1310	
Approach Delay, s/veh					69.2			20.1			120.9	
Approach LOS					E			C			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		97.0	23.0		51.0	46.0		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		92.5	18.5		47.7	40.3		
Max Allow Headway (MAH), s		4.9	4.9		3.7	4.3		
Max Q Clear (g_c+I1), s		2.0	18.8		46.0	43.5		
Green Ext Time (g_e), s		4.0	0.0		0.4	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	1.00		1.00	0.00		
Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			1701		1619	0		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3510	14			5076		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1525			1525		
Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0
Lane Assignment			L+T		L (Prot)			

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	243	0	619	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1715	0	1619	0	0	0
Q Serve Time (g_s), s	0.0	0.0	16.8	0.0	44.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	16.8	0.0	44.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	41.5	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.99	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	264	0	627	0	0	0
V/C Ratio (X)	0.00	0.00	0.92	0.00	0.99	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	264	0	644	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.67	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	50.0	0.0	13.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	34.6	0.0	25.7	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	84.6	0.0	39.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	7.2	0.0	4.5	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	2.5	0.0	4.5	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	9.7	0.0	8.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.20	0.00	0.82	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	3	0	0
Grp Vol (v), veh/h	0	584	0	0	0	576	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	0	0	1638	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	2636	0	0	0	1701	0	0
V/C Ratio (X)	0.00	0.22	0.00	0.00	0.00	0.34	0.00	0.00
Avail Cap (c_a), veh/h	0	2636	0	0	0	1701	0	0
Upstream Filter (I)	0.00	0.67	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	12.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.1	0.0	0.0	0.0	13.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	137	0	0	734	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1525	0	0	1525	0	0
Q Serve Time (g_s), s	0.0	0.0	9.1	0.0	0.0	41.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	9.1	0.0	0.0	41.5	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	235	0	0	528	0	0
V/C Ratio (X)	0.00	0.00	0.58	0.00	0.00	1.39	0.00	0.00
Avail Cap (c_a), veh/h	0	0	235	0	0	528	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	38.2	0.0	0.0	18.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	3.6	0.0	0.0	186.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	41.9	0.0	0.0	205.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	3.1	0.0	0.0	5.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.2	0.0	0.0	27.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	3.3	0.0	0.0	32.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.07	0.00	0.00	0.71	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	51.5	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	72.2
HCM 6th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	534	3	478	0	0	0	0	652	288	74	486	0
Future Volume (veh/h)	534	3	478	0	0	0	0	652	288	74	486	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1800	1900				0	1800	1800	1700	1800	0
Adj Flow Rate, veh/h	574	3	514				0	701	310	80	523	0
Peak Hour Factor	0.93	0.93	0.93				0.95	0.93	0.93	0.93	0.93	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	497	3	445				0	1021	317	95	1083	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Prop Arrive On Green	0.58	0.58	0.58				0.00	0.42	0.42	0.12	0.63	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	100.4	0.0	0.0				0.0	27.7	71.4	82.9	14.1	0.0
Ln Grp LOS	F	A	A				A	C	E	F	B	A
Approach Vol, veh/h		1091						1011			603	
Approach Delay, s/veh		100.4						41.1			23.2	
Approach LOS		F						D			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		12.0		4.0		
Phs Duration (G+Y+Rc), s	9.8	23.2		57.0		33.0		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	5.3	18.7		52.5		28.5		
Max Allow Headway (MAH), s	3.8	4.9		5.4		5.2		
Max Q Clear (g_c+I1), s	6.4	20.0		54.5		9.3		
Green Ext Time (g_e), s	0.0	0.0		0.0		3.4		
Prob of Phs Call (p_c)	0.86	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data			
Assigned Mvmt	1	5	7
Mvmt Sat Flow, veh/h	1619	0	852

Through Movement Data			
Assigned Mvmt		2	4	6
Mvmt Sat Flow, veh/h		5076	4	3510

Right-Turn Movement Data			
Assigned Mvmt		12	14	16
Mvmt Sat Flow, veh/h		1525	763	0

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

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	80	0	0	1091	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	0	0	1620	0	0	0	0
Q Serve Time (g_s), s	4.4	0.0	0.0	52.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	4.4	0.0	0.0	52.5	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	18.7	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.53	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	95	0	0	945	0	0	0	0
V/C Ratio (X)	0.84	0.00	0.00	1.15	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	95	0	0	945	0	0	0	0
Upstream Filter (I)	0.95	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	39.3	0.0	0.0	18.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	43.6	0.0	0.0	81.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	82.9	0.0	0.0	100.4	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.6	0.0	0.0	17.1	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	1.2	0.0	0.0	21.4	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	2.8	0.0	0.0	38.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.25	0.00	0.00	0.66	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	36.5	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	3	0	0	0	2	0	0
Grp Vol (v), veh/h	0	701	0	0	0	523	0	0
Grp Sat Flow (s), veh/h/ln	0	1638	0	0	0	1710	0	0
Q Serve Time (g_s), s	0.0	10.5	0.0	0.0	0.0	7.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	10.5	0.0	0.0	0.0	7.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1021	0	0	0	1083	0	0
V/C Ratio (X)	0.00	0.69	0.00	0.00	0.00	0.48	0.00	0.00
Avail Cap (c_a), veh/h	0	1021	0	0	0	1083	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.95	0.00	0.00
Uniform Delay (d1), s/veh	0.0	23.9	0.0	0.0	0.0	12.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.8	0.0	0.0	0.0	1.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	27.7	0.0	0.0	0.0	14.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.3	0.0	0.0	0.0	2.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.6	0.0	0.0	0.0	2.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.11	0.00	0.00	0.00	0.22	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	310	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1525	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	18.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	18.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.47	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	317	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.98	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	317	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	26.1	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	45.3	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	71.4	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	8.6	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.27	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		61.0						
HCM 6th LOS		E						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	220	44	385	645	111	48	169	208	169	439	48
Future Volume (veh/h)	14	220	44	385	645	111	48	169	208	169	439	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1900	1700	1800	1900	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	14	227	45	397	665	114	49	174	214	174	453	49
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	27	317	62	423	1039	178	64	1032	460	204	1210	130
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.02	0.11	0.11	0.26	0.36	0.36	0.04	0.30	0.30	0.13	0.39	0.39
Unsig. Movement Delay												
Ln Grp Delay, s/veh	59.1	43.3	43.9	57.7	25.5	25.5	59.4	23.4	28.6	65.9	21.3	21.3
Ln Grp LOS	E	D	D	E	C	C	E	C	C	E	C	C
Approach Vol, veh/h		286			1176			437			676	
Approach Delay, s/veh		44.4			36.4			30.0			32.8	
Approach LOS		D			D			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	15.8	31.7	28.0	14.5	8.0	39.5	6.0	36.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	11.5	19.0	23.5	18.0	6.9	23.6	5.3	36.2
Max Allow Headway (MAH), s	3.8	4.6	3.8	5.3	3.8	5.3	3.8	5.3
Max Q Clear (g_c+I1), s	11.5	12.3	23.6	9.0	4.7	11.4	2.8	19.1
Green Ext Time (g_e), s	0.0	1.0	0.0	1.0	0.0	2.4	0.0	4.7
Prob of Phs Call (p_c)	0.99	1.00	1.00	1.00	0.71	1.00	0.30	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.22	1.00	0.00	1.00	0.16

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1619	1619	1619	1619

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3420	2854	3114	2920

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1525	556	335	500

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	174	0	397	0	49	0	14	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	9.5	0.0	21.6	0.0	2.7	0.0	0.8	0.0
Cycle Q Clear Time (g_c), s	9.5	0.0	21.6	0.0	2.7	0.0	0.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	204	0	423	0	64	0	27	0
V/C Ratio (X)	0.85	0.00	0.94	0.00	0.77	0.00	0.53	0.00
Avail Cap (c_a), veh/h	207	0	423	0	124	0	95	0
Upstream Filter (I)	1.00	0.00	0.81	0.00	0.93	0.00	1.00	0.00
Uniform Delay (d1), s/veh	38.5	0.0	32.5	0.0	42.8	0.0	43.9	0.0
Incr Delay (d2), s/veh	27.4	0.0	25.1	0.0	16.5	0.0	15.2	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	65.9	0.0	57.7	0.0	59.4	0.0	59.1	0.0
1st-Term Q (Q1), veh/ln	3.7	0.0	8.2	0.0	1.1	0.0	0.3	0.0
2nd-Term Q (Q2), veh/ln	1.5	0.0	2.9	0.0	0.3	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	5.2	0.0	11.1	0.0	1.4	0.0	0.4	0.0
%ile Storage Ratio (RQ%)	0.08	0.00	0.10	0.00	0.07	0.00	0.01	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	1	0	1
Grp Vol (v), veh/h	0	174	0	134	0	248	0	389
Grp Sat Flow (s), veh/h/ln	0	1710	0	1710	0	1710	0	1710
Q Serve Time (g_s), s	0.0	3.4	0.0	6.8	0.0	9.3	0.0	17.1
Cycle Q Clear Time (g_c), s	0.0	3.4	0.0	6.8	0.0	9.3	0.0	17.1
Lane Grp Cap (c), veh/h	0	1032	0	190	0	664	0	609
V/C Ratio (X)	0.00	0.17	0.00	0.71	0.00	0.37	0.00	0.64
Avail Cap (c_a), veh/h	0	1032	0	342	0	664	0	688
Upstream Filter (I)	0.00	0.93	0.00	1.00	0.00	1.00	0.00	0.81
Uniform Delay (d1), s/veh	0.0	23.1	0.0	38.6	0.0	19.7	0.0	24.2
Incr Delay (d2), s/veh	0.0	0.3	0.0	4.8	0.0	1.6	0.0	1.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.4	0.0	43.3	0.0	21.3	0.0	25.5
1st-Term Q (Q1), veh/ln	0.0	1.3	0.0	2.8	0.0	3.6	0.0	6.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.3	0.0	0.3	0.0	0.2

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.4	0.0	3.1	0.0	3.9	0.0	6.9
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.04	0.00	0.06	0.00	0.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	214	0	138	0	254	0	390
Grp Sat Flow (s), veh/h/ln	0	1525	0	1700	0	1740	0	1710
Q Serve Time (g_s), s	0.0	10.3	0.0	7.0	0.0	9.4	0.0	17.1
Cycle Q Clear Time (g_c), s	0.0	10.3	0.0	7.0	0.0	9.4	0.0	17.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.33	0.00	0.19	0.00	0.29
Lane Grp Cap (c), veh/h	0	460	0	189	0	676	0	609
V/C Ratio (X)	0.00	0.46	0.00	0.73	0.00	0.38	0.00	0.64
Avail Cap (c_a), veh/h	0	460	0	340	0	676	0	688
Upstream Filter (I)	0.00	0.93	0.00	1.00	0.00	1.00	0.00	0.81
Uniform Delay (d1), s/veh	0.0	25.5	0.0	38.7	0.0	19.7	0.0	24.2
Incr Delay (d2), s/veh	0.0	3.1	0.0	5.3	0.0	1.6	0.0	1.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	28.6	0.0	43.9	0.0	21.3	0.0	25.5
1st-Term Q (Q1), veh/ln	0.0	3.6	0.0	2.9	0.0	3.7	0.0	6.7
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.3	0.0	0.3	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.0	0.0	3.2	0.0	4.0	0.0	6.9
%ile Storage Ratio (RQ%)	0.00	0.20	0.00	0.04	0.00	0.06	0.00	0.07
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	35.2
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	2	223	3	3	27	175	284	4	15	659	217
Future Volume (veh/h)	106	2	223	3	3	27	175	284	4	15	659	217
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	118	2	0	3	3	30	194	316	4	17	732	241
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	172	105		26	26	45	403	1921	24	327	1284	423
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.06	0.06	0.00	0.03	0.03	0.03	0.25	0.56	0.56	0.20	0.51	0.51
Unsig. Movement Delay												
Ln Grp Delay, s/veh	58.4	51.6	0.0	55.8	0.0	71.2	41.2	13.0	13.0	37.6	21.7	21.8
Ln Grp LOS	E	D		E	A	E	D	B	B	D	C	C
Approach Vol, veh/h		120			36			514			990	
Approach Delay, s/veh		58.3			68.6			23.6			22.0	
Approach LOS		E			E			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	2.0	4.0	12.0	9.0	2.0	4.0		
Phs Duration (G+Y+Rc), s	27.9	68.9	7.9	11.2	33.4	63.4		
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5		
Max Green (Gmax), s	23.4	28.9	18.0	27.6	28.9	23.4		
Max Allow Headway (MAH), s	3.8	5.2	5.5	3.8	3.8	5.3		
Max Q Clear (g_c+I1), s	3.0	7.2	4.3	6.5	13.9	25.3		
Green Ext Time (g_e), s	0.0	1.8	0.1	0.3	0.4	0.0		
Prob of Phs Call (p_c)	1.00	1.00	0.69	0.98	1.00	1.00		
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00		

Left-Turn Movement Data					
Assigned Mvmt	1		3	7	5
Mvmt Sat Flow, veh/h	1619		878	2956	1619

Through Movement Data					
Assigned Mvmt		2	8	4	6
Mvmt Sat Flow, veh/h		3458	878	1800	2528

Right-Turn Movement Data					
Assigned Mvmt		12	18	14	16
Mvmt Sat Flow, veh/h		44	1525	1525	832

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

Lanes in Grp	1	0	1	2	1	0	0	0
Grp Vol (v), veh/h	17	0	6	118	194	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	0	1756	1478	1619	0	0	0
Q Serve Time (g_s), s	1.0	0.0	0.4	4.5	11.9	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	1.0	0.0	0.4	4.5	11.9	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1478	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.50	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	327	0	52	172	403	0	0	0
V/C Ratio (X)	0.05	0.00	0.12	0.69	0.48	0.00	0.00	0.00
Avail Cap (c_a), veh/h	327	0	272	703	403	0	0	0
Upstream Filter (I)	0.72	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	37.4	0.0	54.8	53.6	37.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	1.0	4.8	4.1	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	37.6	0.0	55.8	58.4	41.2	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.4	0.0	0.2	1.7	4.7	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.5	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.4	0.0	0.2	1.8	5.1	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.02	0.00	0.01	0.04	0.02	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	156	0	2	0	495	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	1800	0	1710	0	0
Q Serve Time (g_s), s	0.0	5.2	0.0	0.1	0.0	23.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.2	0.0	0.1	0.0	23.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	950	0	105	0	869	0	0
V/C Ratio (X)	0.00	0.16	0.00	0.02	0.00	0.57	0.00	0.00
Avail Cap (c_a), veh/h	0	950	0	428	0	869	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.72	0.00	0.00
Uniform Delay (d1), s/veh	0.0	12.6	0.0	51.5	0.0	19.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.1	0.0	2.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.0	0.0	51.6	0.0	21.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.0	0.0	0.1	0.0	9.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.5	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.1	0.0	0.1	0.0	9.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.48	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	T+R	R		T+R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	164	30	0	0	478	0	0
Grp Sat Flow (s), veh/h/ln	0	1792	1525	1525	0	1650	0	0
Q Serve Time (g_s), s	0.0	5.2	2.3	0.0	0.0	23.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.2	2.3	0.0	0.0	23.3	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.02	1.00	1.00	0.00	0.50	0.00	0.00
Lane Grp Cap (c), veh/h	0	995	45	89	0	838	0	0
V/C Ratio (X)	0.00	0.16	0.66	0.00	0.00	0.57	0.00	0.00
Avail Cap (c_a), veh/h	0	995	237	363	0	838	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.72	0.00	0.00
Uniform Delay (d1), s/veh	0.0	12.6	55.7	0.0	0.0	19.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	15.5	0.0	0.0	2.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.0	71.2	0.0	0.0	21.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.1	0.9	0.0	0.0	8.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.2	0.0	0.0	0.5	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.2	1.1	0.0	0.0	9.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.03	0.00	0.00	0.46	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	4	31	0	28	11	407	26	34	835	15
Future Volume (veh/h)	5	0	4	31	0	28	11	407	26	34	835	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	0	1800	1900	1800	1800	1700	1900	1900
Adj Flow Rate, veh/h	6	0	5	38	0	34	13	496	32	41	1018	18
Peak Hour Factor	0.82	0.82	0.82	0.82	0.95	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	51	0	0	51	0	0	47	1323	1159	53	1550	27
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.01	0.00	0.01	0.03	0.00	0.00	0.76	0.76	0.76	0.03	0.83	0.83
Unsig. Movement Delay												
Ln Grp Delay, s/veh	55.8	0.0	0.0	72.7	0.0	0.0	5.2	0.0	3.3	81.6	0.0	5.5
Ln Grp LOS	E	A	A	E	A	A	A	A	A	F	A	A
Approach Vol, veh/h		11			38			541			1077	
Approach Delay, s/veh		55.8			72.7			5.1			8.4	
Approach LOS		E			E			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6		
Case No	2.0	7.3	2.0	8.3		4.0		
Phs Duration (G+Y+Rc), s	8.1	88.1	7.9	5.9		96.1		
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5		
Max Green (Gmax), s	5.0	51.0	18.0	18.0		60.5		
Max Allow Headway (MAH), s	3.8	5.3	3.8	5.4		5.2		
Max Q Clear (g_c+I1), s	4.8	12.4	4.6	2.1		24.2		
Green Ext Time (g_e), s	0.0	4.0	0.0	0.0		11.4		
Prob of Phs Call (p_c)	0.71	1.00	0.69	0.29		1.00		
Prob of Max Out (p_x)	1.00	0.00	0.00	0.00		0.00		

Left-Turn Movement Data				
Assigned Mvmt	1	5	3	7
Mvmt Sat Flow, veh/h	1619	17	1619	0

Through Movement Data			
Assigned Mvmt	2	4	6
Mvmt Sat Flow, veh/h	1741	0	1861

Right-Turn Movement Data			
Assigned Mvmt	12	14	16
Mvmt Sat Flow, veh/h	1525	0	33

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

Lanes in Grp	1	1	1	1	0	0	0	0
Grp Vol (v), veh/h	41	509	38	11	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	1758	1619	0	0	0	0	0
Q Serve Time (g_s), s	2.8	0.0	2.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	2.8	10.4	2.6	0.1	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	553	0	1396	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	83.6	0.0	0.1	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	69.5	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	50.4	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	10.4	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.03	1.00	0.55	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	53	1369	51	51	0	0	0	0
V/C Ratio (X)	0.78	0.37	0.75	0.22	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	74	1369	265	263	0	0	0	0
Upstream Filter (I)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	52.8	4.4	52.9	53.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	28.7	0.8	19.8	2.1	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	81.6	5.2	72.7	55.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.1	3.2	1.0	0.3	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.4	0.3	0.3	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.5	3.5	1.3	0.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.16	0.22	0.02	0.02	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	32	0	0	0	1036	0	0
Grp Sat Flow (s), veh/h/ln	0	1525	0	0	0	1894	0	0
Q Serve Time (g_s), s	0.0	0.6	0.0	0.0	0.0	22.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.6	0.0	0.0	0.0	22.2	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.45	0.00	0.02	0.00	0.00
Lane Grp Cap (c), veh/h	0	1159	0	0	0	1578	0	0
V/C Ratio (X)	0.00	0.03	0.00	0.00	0.00	0.66	0.00	0.00
Avail Cap (c_a), veh/h	0	1159	0	0	0	1578	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.2	0.0	0.0	0.0	3.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.3	0.0	0.0	0.0	5.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.1	0.0	0.0	0.0	5.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.0	0.0	6.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.61	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	57	14	5	2	2	62	468	14	6	664	105
Future Volume (veh/h)	24	57	14	5	2	2	62	468	14	6	664	105
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1900	1800	1900	1900
Adj Flow Rate, veh/h	29	68	17	6	2	2	74	557	17	7	790	125
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	65	96	22	108	35	24	95	1375	42	15	1192	189
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.06	0.79	0.79	0.01	0.74	0.74
Unsig. Movement Delay												
Ln Grp Delay, s/veh	57.1	0.0	0.0	50.4	0.0	0.0	68.6	0.0	4.7	80.6	0.0	10.2
Ln Grp LOS	E	A	A	D	A	A	E	A	A	F	A	B
Approach Vol, veh/h		114			10			648			922	
Approach Delay, s/veh		57.1			50.4			12.0			10.8	
Approach LOS		E			D			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	2.0	4.0		8.0	2.0	4.0		8.0
Phs Duration (G+Y+Rc), s	5.5	99.5		15.0	11.1	93.9		15.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green (Gmax), s	27.0	39.5		40.0	27.0	39.5		40.0
Max Allow Headway (MAH), s	3.8	5.2		5.3	3.8	5.3		5.4
Max Q Clear (g_c+I1), s	2.5	13.8		10.1	7.1	31.8		2.6
Green Ext Time (g_e), s	0.0	4.1		0.6	0.1	4.0		0.0
Prob of Phs Call (p_c)	0.21	1.00		0.98	0.92	1.00		0.98
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1714			314	1714			691

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1737		1094		1601		405

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		53		247		253		274

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

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	7	0	0	114	74	0	0	10
Grp Sat Flow (s), veh/h/ln	1714	0	0	1654	1714	0	0	1370
Q Serve Time (g_s), s	0.5	0.0	0.0	5.5	5.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.5	0.0	0.0	8.1	5.1	0.0	0.0	0.6
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1435	0	0	0	1333
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1777	0	0	0	1289
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	10.5	0.0	0.0	0.0	10.5
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	9.9	0.0	0.0	0.0	2.4
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	5.5	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	2.5	0.0	0.0	0.0	1.3
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.6
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.25	1.00	0.00	0.00	0.60
Lane Grp Cap (c), veh/h	15	0	0	182	95	0	0	168
V/C Ratio (X)	0.47	0.00	0.00	0.63	0.78	0.00	0.00	0.06
Avail Cap (c_a), veh/h	386	0	0	581	386	0	0	511
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.98	0.00	0.00	1.00
Uniform Delay (d1), s/veh	59.2	0.0	0.0	53.6	56.0	0.0	0.0	50.3
Incr Delay (d2), s/veh	21.4	0.0	0.0	3.5	12.6	0.0	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	80.6	0.0	0.0	57.1	68.6	0.0	0.0	50.4
1st-Term Q (Q1), veh/ln	0.2	0.0	0.0	3.4	2.2	0.0	0.0	0.3
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.2	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.3	0.0	0.0	3.5	2.5	0.0	0.0	0.3
%ile Storage Ratio (RQ%)	0.03	0.00	0.00	0.42	0.02	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	574	0	0	0	915	0	0
Grp Sat Flow (s), veh/h/ln	0	1790	0	0	0	1854	0	0
Q Serve Time (g_s), s	0.0	11.8	0.0	0.0	0.0	29.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	11.8	0.0	0.0	0.0	29.8	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.03	0.00	0.15	0.00	0.14	0.00	0.20
Lane Grp Cap (c), veh/h	0	1417	0	0	0	1381	0	0
V/C Ratio (X)	0.00	0.41	0.00	0.00	0.00	0.66	0.00	0.00
Avail Cap (c_a), veh/h	0	1417	0	0	0	1381	0	0
Upstream Filter (I)	0.00	0.98	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.8	0.0	0.0	0.0	7.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.0	0.0	2.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.7	0.0	0.0	0.0	10.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.4	0.0	0.0	0.0	10.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	1.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.8	0.0	0.0	0.0	11.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	0.00	1.19	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	127	29	170	355	121	112	232	75	56	420	79
Future Volume (veh/h)	42	127	29	170	355	121	112	232	75	56	420	79
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	46	140	32	187	390	133	123	255	0	62	462	87
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	61	220	49	219	604	269	151	1840		77	1416	265
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Prop Arrive On Green	0.05	0.11	0.11	0.18	0.23	0.23	0.12	0.72	0.00	0.06	0.65	0.65
Unsig. Movement Delay												
Ln Grp Delay, s/veh	58.7	43.7	44.4	42.7	32.4	31.5	48.8	6.4	0.0	53.9	9.6	9.7
Ln Grp LOS	E	D	D	D	C	C	D	A		D	A	A
Approach Vol, veh/h		218			710			378			611	
Approach Delay, s/veh		47.1			34.9			20.2			14.1	
Approach LOS		D			C			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	8.8	52.9	16.7	11.6	12.9	48.8	7.9	20.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	8.7	27.3	17.5	18.5	13.5	22.5	6.7	29.3
Max Allow Headway (MAH), s	3.8	5.2	3.8	5.3	3.8	5.3	3.8	4.9
Max Q Clear (g_c+I1), s	5.4	4.1	12.1	6.5	8.7	8.4	4.5	11.3
Green Ext Time (g_e), s	0.0	1.6	0.2	0.7	0.1	2.9	0.0	2.8
Prob of Phs Call (p_c)	0.79	1.00	0.99	1.00	0.95	1.00	0.68	1.00
Prob of Max Out (p_x)	1.00	0.00	0.27	0.03	0.36	0.00	1.00	0.02

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1619	1619	1619	1619

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3420	2780	2875	3420

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1525	619	538	1525

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	62	0	187	0	123	0	46	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	3.4	0.0	10.1	0.0	6.7	0.0	2.5	0.0
Cycle Q Clear Time (g_c), s	3.4	0.0	10.1	0.0	6.7	0.0	2.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	77	0	219	0	151	0	61	0
V/C Ratio (X)	0.81	0.00	0.85	0.00	0.82	0.00	0.75	0.00
Avail Cap (c_a), veh/h	157	0	315	0	243	0	121	0
Upstream Filter (I)	0.66	0.00	0.42	0.00	0.94	0.00	1.00	0.00
Uniform Delay (d1), s/veh	41.7	0.0	36.0	0.0	38.7	0.0	42.3	0.0
Incr Delay (d2), s/veh	12.2	0.0	6.6	0.0	10.1	0.0	16.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	53.9	0.0	42.7	0.0	48.8	0.0	58.7	0.0
1st-Term Q (Q1), veh/ln	1.3	0.0	3.7	0.0	2.5	0.0	1.0	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.4	0.0	0.4	0.0	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	1.6	0.0	4.1	0.0	3.0	0.0	1.3	0.0
%ile Storage Ratio (RQ%)	0.15	0.00	0.05	0.00	0.44	0.00	0.32	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	1	0	2
Grp Vol (v), veh/h	0	255	0	85	0	274	0	390
Grp Sat Flow (s), veh/h/ln	0	1710	0	1710	0	1710	0	1710
Q Serve Time (g_s), s	0.0	2.1	0.0	4.3	0.0	6.3	0.0	9.3
Cycle Q Clear Time (g_c), s	0.0	2.1	0.0	4.3	0.0	6.3	0.0	9.3
Lane Grp Cap (c), veh/h	0	1840	0	135	0	842	0	604
V/C Ratio (X)	0.00	0.14	0.00	0.63	0.00	0.32	0.00	0.65
Avail Cap (c_a), veh/h	0	1840	0	352	0	842	0	1113
Upstream Filter (I)	0.00	0.94	0.00	1.00	0.00	0.66	0.00	0.42
Uniform Delay (d1), s/veh	0.0	6.2	0.0	39.0	0.0	9.0	0.0	31.9
Incr Delay (d2), s/veh	0.0	0.1	0.0	4.7	0.0	0.7	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.4	0.0	43.7	0.0	9.6	0.0	32.4
1st-Term Q (Q1), veh/ln	0.0	0.7	0.0	1.7	0.0	2.0	0.0	3.6
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.8	0.0	1.9	0.0	2.2	0.0	3.6
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.01	0.00	0.02	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	87	0	275	0	133
Grp Sat Flow (s), veh/h/ln	0	1525	0	1689	0	1703	0	1525
Q Serve Time (g_s), s	0.0	0.0	0.0	4.5	0.0	6.4	0.0	6.8
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	4.5	0.0	6.4	0.0	6.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.37	0.00	0.32	0.00	1.00
Lane Grp Cap (c), veh/h	0	821	0	134	0	839	0	269
V/C Ratio (X)	0.00	0.00	0.00	0.65	0.00	0.33	0.00	0.49
Avail Cap (c_a), veh/h	0	821	0	347	0	839	0	497
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.66	0.00	0.42
Uniform Delay (d1), s/veh	0.0	0.0	0.0	39.1	0.0	9.0	0.0	31.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	5.3	0.0	0.7	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	44.4	0.0	9.7	0.0	31.5
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	1.8	0.0	2.1	0.0	2.4
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	2.0	0.0	2.2	0.0	2.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.01	0.00	0.02	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	26.8
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	70	41	193	274	46	78	365	105	44	432	117
Future Volume (veh/h)	71	70	41	193	274	46	78	365	105	44	432	117
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	78	77	45	212	301	51	86	401	115	48	475	129
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	97	155	84	243	476	80	106	1255	356	70	1761	464
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.06	0.07	0.07	0.15	0.16	0.16	0.07	0.48	0.48	0.04	0.45	0.45
Unsig. Movement Delay												
Ln Grp Delay, s/veh	46.6	34.2	35.1	56.6	29.7	29.8	61.5	12.2	12.3	42.8	12.2	12.7
Ln Grp LOS	D	C	D	E	C	C	E	B	B	D	B	B
Approach Vol, veh/h		200			564			602			652	
Approach Delay, s/veh		39.3			39.9			19.3			14.6	
Approach LOS		D			D			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	7.5	37.9	15.0	9.6	9.1	36.3	8.7	15.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.0	18.5	10.5	18.0	5.0	18.5	9.4	19.1
Max Allow Headway (MAH), s	3.8	5.3	3.8	5.4	3.8	5.3	3.8	5.3
Max Q Clear (g_c+I1), s	4.0	8.7	11.0	4.6	5.7	7.5	5.3	8.8
Green Ext Time (g_e), s	0.0	2.2	0.0	0.5	0.0	2.9	0.0	1.4
Prob of Phs Call (p_c)	0.61	1.00	0.98	1.00	0.81	1.00	0.78	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.01	1.00	0.00	0.73	0.18

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1619	1619	1619	1619

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	2630	2139	3872	2931

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	746	1162	1020	491

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	48	0	212	0	86	0	78	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	2.0	0.0	9.0	0.0	3.7	0.0	3.3	0.0
Cycle Q Clear Time (g_c), s	2.0	0.0	9.0	0.0	3.7	0.0	3.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	70	0	243	0	106	0	97	0
V/C Ratio (X)	0.68	0.00	0.87	0.00	0.81	0.00	0.80	0.00
Avail Cap (c_a), veh/h	116	0	243	0	116	0	217	0
Upstream Filter (I)	0.87	0.00	1.00	0.00	0.92	0.00	1.00	0.00
Uniform Delay (d1), s/veh	33.0	0.0	29.1	0.0	32.3	0.0	32.5	0.0
Incr Delay (d2), s/veh	9.8	0.0	27.5	0.0	29.2	0.0	14.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	42.8	0.0	56.6	0.0	61.5	0.0	46.6	0.0
1st-Term Q (Q1), veh/ln	0.8	0.0	3.3	0.0	1.4	0.0	1.3	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	1.9	0.0	0.9	0.0	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	1.0	0.0	5.2	0.0	2.2	0.0	1.6	0.0
%ile Storage Ratio (RQ%)	0.13	0.00	0.03	0.00	0.28	0.00	0.19	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	259	0	60	0	400	0	174
Grp Sat Flow (s), veh/h/ln	0	1710	0	1710	0	1638	0	1710
Q Serve Time (g_s), s	0.0	6.5	0.0	2.4	0.0	5.3	0.0	6.6
Cycle Q Clear Time (g_c), s	0.0	6.5	0.0	2.4	0.0	5.3	0.0	6.6
Lane Grp Cap (c), veh/h	0	816	0	124	0	1490	0	278
V/C Ratio (X)	0.00	0.32	0.00	0.49	0.00	0.27	0.00	0.63
Avail Cap (c_a), veh/h	0	816	0	440	0	1490	0	467
Upstream Filter (I)	0.00	0.92	0.00	1.00	0.00	0.87	0.00	1.00
Uniform Delay (d1), s/veh	0.0	11.3	0.0	31.2	0.0	11.9	0.0	27.3
Incr Delay (d2), s/veh	0.0	0.9	0.0	3.0	0.0	0.4	0.0	2.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.2	0.0	34.2	0.0	12.2	0.0	29.7
1st-Term Q (Q1), veh/ln	0.0	2.2	0.0	0.9	0.0	1.8	0.0	2.6
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.1	0.0	0.2

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.4	0.0	1.0	0.0	1.8	0.0	2.8
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.01	0.00	0.02	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	257	0	62	0	204	0	178
Grp Sat Flow (s), veh/h/ln	0	1666	0	1591	0	1616	0	1712
Q Serve Time (g_s), s	0.0	6.7	0.0	2.6	0.0	5.5	0.0	6.8
Cycle Q Clear Time (g_c), s	0.0	6.7	0.0	2.6	0.0	5.5	0.0	6.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.45	0.00	0.73	0.00	0.63	0.00	0.29
Lane Grp Cap (c), veh/h	0	795	0	115	0	735	0	278
V/C Ratio (X)	0.00	0.32	0.00	0.54	0.00	0.28	0.00	0.64
Avail Cap (c_a), veh/h	0	795	0	409	0	735	0	467
Upstream Filter (I)	0.00	0.92	0.00	1.00	0.00	0.87	0.00	1.00
Uniform Delay (d1), s/veh	0.0	11.3	0.0	31.3	0.0	11.9	0.0	27.4
Incr Delay (d2), s/veh	0.0	1.0	0.0	3.8	0.0	0.8	0.0	2.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.3	0.0	35.1	0.0	12.7	0.0	29.8
1st-Term Q (Q1), veh/ln	0.0	2.2	0.0	1.0	0.0	1.8	0.0	2.7
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.2	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.4	0.0	1.1	0.0	2.0	0.0	2.9
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.01	0.00	0.02	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	25.5
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	267	316	323	404	603	0	0	319	220
Future Volume (veh/h)	0	0	0	267	316	323	404	603	0	0	319	220
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1700	1800	1800	1700	1800	0	0	1800	1900
Adj Flow Rate, veh/h				284	336	344	430	641	0	0	339	234
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.95	0.95	0.94	0.94
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				309	366	585	446	1852	0	0	781	368
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.38	0.38	0.38	0.55	1.00	0.00	0.00	0.23	0.23
Unsig. Movement Delay												
Ln Grp Delay, s/veh				50.5	0.0	30.6	54.6	0.5	0.0	0.0	41.2	49.0
Ln Grp LOS				D	A	C	D	A	A	A	D	D
Approach Vol, veh/h					964			1071			573	
Approach Delay, s/veh					43.4			22.2			44.4	
Approach LOS					D			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		69.5	50.5		37.6	31.9		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		59.5	51.5		36.5	18.5		
Max Allow Headway (MAH), s		5.2	4.9		3.8	4.7		
Max Q Clear (g_c+I1), s		2.0	42.2		32.5	17.7		
Green Ext Time (g_e), s		5.2	3.8		0.6	0.3		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	0.55		0.91	0.00		
Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			806		1619	0		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3510	954			3510		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1525			1610		
Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0
Lane Assignment			L+T		L (Prot)			

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	620	0	430	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1760	0	1619	0	0	0
Q Serve Time (g_s), s	0.0	0.0	40.2	0.0	30.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	40.2	0.0	30.5	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	27.4	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.46	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	675	0	446	0	0	0
V/C Ratio (X)	0.00	0.00	0.92	0.00	0.96	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	755	0	492	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.90	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	35.2	0.0	26.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	15.3	0.0	28.2	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	50.5	0.0	54.6	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	16.9	0.0	8.4	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	2.9	0.0	3.5	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	19.8	0.0	11.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.47	0.00	1.99	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	641	0	0	0	339	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	0	0	1710	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	10.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	10.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	1852	0	0	0	781	0	0
V/C Ratio (X)	0.00	0.35	0.00	0.00	0.00	0.43	0.00	0.00
Avail Cap (c_a), veh/h	0	1852	0	0	0	781	0	0
Upstream Filter (I)	0.00	0.90	0.00	0.00	0.00	0.88	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	39.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	1.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.5	0.0	0.0	0.0	41.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.0	0.0	4.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.12	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	344	0	0	234	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1525	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	21.5	0.0	0.0	15.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	21.5	0.0	0.0	15.7	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	585	0	0	368	0	0
V/C Ratio (X)	0.00	0.00	0.59	0.00	0.00	0.64	0.00	0.00
Avail Cap (c_a), veh/h	0	0	655	0	0	368	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.88	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	29.4	0.0	0.0	41.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.1	0.0	0.0	7.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	30.6	0.0	0.0	49.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	7.8	0.0	0.0	6.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.2	0.0	0.0	0.7	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	8.0	0.0	0.0	7.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.19	0.00	0.00	0.18	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	34.9
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	376	6	523	0	0	0	0	632	98	54	536	0
Future Volume (veh/h)	376	6	523	0	0	0	0	632	98	54	536	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800				0	1800	1800	1700	1900	0
Adj Flow Rate, veh/h	422	7	588				0	710	110	61	602	0
Peak Hour Factor	0.89	0.89	0.89				0.95	0.89	0.89	0.89	0.89	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	698	12	631				0	1460	651	76	1845	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Prop Arrive On Green	0.41	0.41	0.41				0.00	0.85	0.85	0.09	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	28.8	0.0	52.9				0.0	6.7	5.7	69.1	0.4	0.0
Ln Grp LOS	C	A	D				A	A	A	E	A	A
Approach Vol, veh/h		1017						820			663	
Approach Delay, s/veh		42.7						6.5			6.7	
Approach LOS		D						A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		12.0		4.0		
Phs Duration (G+Y+Rc), s	10.1	55.7		54.2		65.8		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	12.5	41.5		52.5		58.5		
Max Allow Headway (MAH), s	3.8	5.1		5.5		5.2		
Max Q Clear (g_c+I1), s	6.4	8.2		46.1		2.0		
Green Ext Time (g_e), s	0.0	6.0		3.5		4.8		
Prob of Phs Call (p_c)	0.87	1.00		1.00		1.00		
Prob of Max Out (p_x)	0.06	0.00		0.92		0.00		

Left-Turn Movement Data			
Assigned Mvmt	1	5	7
Mvmt Sat Flow, veh/h	1619	0	1688

Through Movement Data			
Assigned Mvmt		2	4	6
Mvmt Sat Flow, veh/h		3510	28	3705

Right-Turn Movement Data			
Assigned Mvmt		12	14	16
Mvmt Sat Flow, veh/h		1525	1525	0

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

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	61	0	0	429	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	0	0	1716	0	0	0	0
Q Serve Time (g_s), s	4.4	0.0	0.0	23.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	4.4	0.0	0.0	23.5	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	51.2	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.98	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	76	0	0	710	0	0	0	0
V/C Ratio (X)	0.80	0.00	0.00	0.60	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	169	0	0	751	0	0	0	0
Upstream Filter (I)	0.86	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	53.8	0.0	0.0	27.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	15.3	0.0	0.0	1.3	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	69.1	0.0	0.0	28.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.7	0.0	0.0	9.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	2.1	0.0	0.0	9.8	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.34	0.00	0.00	0.29	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	710	0	0	0	602	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	6.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	6.2	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1460	0	0	0	1845	0	0
V/C Ratio (X)	0.00	0.49	0.00	0.00	0.00	0.33	0.00	0.00
Avail Cap (c_a), veh/h	0	1460	0	0	0	1845	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.86	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.7	0.0	0.0	0.0	0.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.8	0.0	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		T+R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	110	0	588	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1525	0	1525	0	0	0	0
Q Serve Time (g_s), s	0.0	1.5	0.0	44.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.5	0.0	44.1	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	651	0	631	0	0	0	0
V/C Ratio (X)	0.00	0.17	0.00	0.93	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	651	0	667	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.1	0.0	33.6	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	19.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.7	0.0	52.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.5	0.0	15.9	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	3.4	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.0	19.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.57	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		21.3						
HCM 6th LOS		C						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	278	444	790	987	0	0	0	0	177	0	197
Future Volume (veh/h)	0	278	444	790	987	0	0	0	0	177	0	197
Number	7	4	14	3	8	18				1	6	16
Initial Q, veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1800	1800	1600	1800	0				1700	1800	1900
Adj Flow Rate, veh/h	0	293	0	832	1039	0				186	0	207
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	426		743	1506	0				739	0	694
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	1.00				1.00	1.00	1.00
Prop Arrive On Green	0.00	0.25	0.00	0.50	0.88	0.00				0.43	0.00	0.43
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	26.7	0.0	82.5	3.1	0.0				12.9	0.0	13.2
Ln Grp LOS	A	C		F	A	A				B	A	B
Approach Vol, veh/h		293			1871						393	
Approach Delay, s/veh		26.7			38.5						13.1	
Approach LOS		C			D						B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	6		3	4				8
Case No	11.0		2.0	7.0				4.0
Phs Duration (G+Y+Rc), s	34.7		22.1	13.2				35.3
Change Period (Y+Rc), s	4.5		4.5	4.5				4.5
Max Green (Gmax), s	20.9		17.6	18.0				40.1
Max Allow Headway (MAH), s	4.7		3.8	5.2				5.2
Max Q Clear (g_c+I1), s	7.9		19.6	7.4				8.5
Green Ext Time (g_e), s	1.5		0.0	1.3				9.1
Prob of Phs Call (p_c)	1.00		1.00	1.00				1.00
Prob of Max Out (p_x)	0.04		1.00	0.11				0.05

Left-Turn Movement Data			
Assigned Mvmt	1	3	7
Mvmt Sat Flow, veh/h	1714	2956	0

Through Movement Data			
Assigned Mvmt	6	4	8
Mvmt Sat Flow, veh/h	0	3510	3510

Right-Turn Movement Data			
Assigned Mvmt	16	14	18
Mvmt Sat Flow, veh/h	1610	1525	0

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

Lanes in Grp	1	0	2	0	0	0	0	0
Grp Vol (v), veh/h	186	0	832	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1714	0	1478	0	0	0	0	0
Q Serve Time (g_s), s	4.8	0.0	17.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	4.8	0.0	17.6	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	8.7	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	739	0	743	0	0	0	0	0
V/C Ratio (X)	0.25	0.00	1.12	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	739	0	743	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.61	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	12.7	0.0	17.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	65.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	12.9	0.0	82.5	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.7	0.0	3.5	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.7	0.0	10.2	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.13	0.00	0.63	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	6	0	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	2
Grp Vol (v), veh/h	0	0	0	293	0	0	0	1039
Grp Sat Flow (s), veh/h/ln	0	0	0	1710	0	0	0	1710
Q Serve Time (g_s), s	0.0	0.0	0.0	5.4	0.0	0.0	0.0	6.5
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	5.4	0.0	0.0	0.0	6.5
Lane Grp Cap (c), veh/h	0	0	0	426	0	0	0	1506
V/C Ratio (X)	0.00	0.00	0.00	0.69	0.00	0.00	0.00	0.69
Avail Cap (c_a), veh/h	0	0	0	879	0	0	0	1959
Upstream Filter (I)	0.00	0.00	0.00	0.82	0.00	0.00	0.00	0.61
Uniform Delay (d1), s/veh	0.0	0.0	0.0	25.0	0.0	0.0	0.0	2.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	26.7	0.0	0.0	0.0	3.1
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	2.0	0.0	0.0	0.0	1.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	16	0	0	14	0	0	0	18
Lane Assignment	R			R				
Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	207	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1610	0	0	1525	0	0	0	0
Q Serve Time (g_s), s	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	694	0	0	190	0	0	0	0
V/C Ratio (X)	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	694	0	0	392	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	13.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	33.2
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	389	0	0	1375	0	399	2	291	0	0	0
Future Volume (veh/h)	66	389	0	0	1375	0	399	2	291	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	0	0	1800	1800	1600	1800	1800			
Adj Flow Rate, veh/h	72	423	0	0	1495	0	435	0	316			
Peak Hour Factor	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Opposing Right Turn Influence	Yes			No			Yes					
Cap, veh/h	94	1644	0	0	1708	530	1125	0	1126			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.12	0.96	0.00	0.00	0.70	0.00	0.37	0.00	0.37			
Unsig. Movement Delay												
Ln Grp Delay, s/veh	36.9	0.7	0.0	0.0	12.9	0.0	14.1	0.0	13.5			
Ln Grp LOS	D	A	A	A	B	A	B	A	B			
Approach Vol, veh/h		495			1495			751				
Approach Delay, s/veh		5.9			12.9			13.9				
Approach LOS		A			B			B				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Case No		9.0		4.0			2.0	7.0
Phs Duration (G+Y+Rc), s		26.7		33.3			8.0	25.4
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5
Max Green (Gmax), s		18.5		32.5			5.5	22.5
Max Allow Headway (MAH), s		3.9		5.2			3.8	5.2
Max Q Clear (g_c+I1), s		8.3		2.4			4.6	16.2
Green Ext Time (g_e), s		2.2		3.0			0.0	4.6
Prob of Phs Call (p_c)		1.00		1.00			0.70	1.00
Prob of Max Out (p_x)		0.13		0.00			1.00	0.94

Left-Turn Movement Data								
Assigned Mvmt		5					7	3
Mvmt Sat Flow, veh/h		3048					1619	0

Through Movement Data								
Assigned Mvmt		2		4				8
Mvmt Sat Flow, veh/h		0		3510				5076

Right-Turn Movement Data								
Assigned Mvmt		12		14				18
Mvmt Sat Flow, veh/h		3051		0				1525

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

Lanes in Grp	0	2	0	0	0	0	1	0
Grp Vol (v), veh/h	0	435	0	0	0	0	72	0
Grp Sat Flow (s), veh/h/ln	0	1524	0	0	0	0	1619	0
Q Serve Time (g_s), s	0.0	6.3	0.0	0.0	0.0	0.0	2.6	0.0
Cycle Q Clear Time (g_c), s	0.0	6.3	0.0	0.0	0.0	0.0	2.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1524	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.9
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	1125	0	0	0	0	94	0
V/C Ratio (X)	0.00	0.39	0.00	0.00	0.00	0.00	0.76	0.00
Avail Cap (c_a), veh/h	0	1125	0	0	0	0	148	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.89	0.00
Uniform Delay (d1), s/veh	0.0	13.9	0.0	0.0	0.0	0.0	26.1	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.0	10.8	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.1	0.0	0.0	0.0	0.0	36.9	0.0
1st-Term Q (Q1), veh/ln	0.0	1.9	0.0	0.0	0.0	0.0	0.9	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.0	0.0	0.0	0.0	0.0	1.2	0.0
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.00	0.00	0.00	0.07	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	3
Grp Vol (v), veh/h	0	0	0	423	0	0	0	1495
Grp Sat Flow (s), veh/h/ln	0	0	0	1710	0	0	0	1638
Q Serve Time (g_s), s	0.0	0.0	0.0	0.4	0.0	0.0	0.0	14.2
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.4	0.0	0.0	0.0	14.2
Lane Grp Cap (c), veh/h	0	0	0	1644	0	0	0	1708
V/C Ratio (X)	0.00	0.00	0.00	0.26	0.00	0.00	0.00	0.88
Avail Cap (c_a), veh/h	0	0	0	1853	0	0	0	1843
Upstream Filter (I)	0.00	0.00	0.00	0.89	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.6	0.0	0.0	0.0	8.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	4.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.7	0.0	0.0	0.0	12.9
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	2.2
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	2.9
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment		R						R
Lanes in Grp	0	2	0	0	0	0	0	1
Grp Vol (v), veh/h	0	316	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1525	0	0	0	0	0	1525
Q Serve Time (g_s), s	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	1126	0	0	0	0	0	530
V/C Ratio (X)	0.00	0.28	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1126	0	0	0	0	0	572
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.5	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	216	22	57	378	341	17	6	24	288	243	322
Future Volume (veh/h)	52	216	22	57	378	341	17	6	24	288	243	322
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	55	227	23	60	398	359	18	6	25	303	256	339
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	71	859	383	75	456	386	33	485	411	337	782	697
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
Prop Arrive On Green	0.09	0.50	0.50	0.09	0.51	0.51	0.02	0.27	0.27	0.21	0.46	0.46
Unsig. Movement Delay												
Ln Grp Delay, s/veh	55.2	15.8	15.1	43.0	25.0	31.8	51.7	21.5	22.0	54.8	15.0	17.6
Ln Grp LOS	E	B	B	D	C	C	D	C	C	D	B	B
Approach Vol, veh/h		305			817			49			898	
Approach Delay, s/veh		22.9			29.3			32.8			29.4	
Approach LOS		C			C			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	21.2	26.1	8.2	24.6	6.1	41.1	8.0	24.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	17.5	18.3	6.9	19.3	5.0	30.8	5.0	21.2
Max Allow Headway (MAH), s	3.8	4.3	3.8	5.1	3.8	5.4	3.8	4.7
Max Q Clear (g_c+I1), s	16.6	3.0	4.9	5.0	2.9	14.4	4.7	19.6
Green Ext Time (g_e), s	0.1	0.0	0.0	1.2	0.0	3.5	0.0	0.7
Prob of Phs Call (p_c)	1.00	1.00	0.74	1.00	0.33	1.00	0.71	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.01	1.00	0.00	1.00	1.00

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1619	1619	1619	1619

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	1800	3420	1710	1800

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1525	1525	1525	1525

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	303	0	60	0	18	0	55	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	14.6	0.0	2.9	0.0	0.9	0.0	2.7	0.0
Cycle Q Clear Time (g_c), s	14.6	0.0	2.9	0.0	0.9	0.0	2.7	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	337	0	75	0	33	0	71	0
V/C Ratio (X)	0.90	0.00	0.81	0.00	0.54	0.00	0.77	0.00
Avail Cap (c_a), veh/h	354	0	140	0	101	0	101	0
Upstream Filter (I)	1.00	0.00	0.35	0.00	1.00	0.00	0.94	0.00
Uniform Delay (d1), s/veh	30.8	0.0	36.0	0.0	38.8	0.0	36.1	0.0
Incr Delay (d2), s/veh	24.0	0.0	7.0	0.0	12.9	0.0	19.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	54.8	0.0	43.0	0.0	51.7	0.0	55.2	0.0
1st-Term Q (Q1), veh/ln	5.5	0.0	1.1	0.0	0.3	0.0	1.0	0.0
2nd-Term Q (Q2), veh/ln	2.2	0.0	0.1	0.0	0.1	0.0	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	7.7	0.0	1.2	0.0	0.5	0.0	1.4	0.0
%ile Storage Ratio (RQ%)	1.93	0.00	0.05	0.00	0.05	0.00	0.13	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	2	0	1	0	1
Grp Vol (v), veh/h	0	6	0	227	0	256	0	398
Grp Sat Flow (s), veh/h/ln	0	1800	0	1710	0	1710	0	1800
Q Serve Time (g_s), s	0.0	0.2	0.0	3.0	0.0	7.6	0.0	15.7
Cycle Q Clear Time (g_c), s	0.0	0.2	0.0	3.0	0.0	7.6	0.0	15.7
Lane Grp Cap (c), veh/h	0	485	0	859	0	782	0	456
V/C Ratio (X)	0.00	0.01	0.00	0.26	0.00	0.33	0.00	0.87
Avail Cap (c_a), veh/h	0	485	0	859	0	782	0	477
Upstream Filter (I)	0.00	1.00	0.00	0.94	0.00	1.00	0.00	0.35
Uniform Delay (d1), s/veh	0.0	21.4	0.0	15.7	0.0	13.9	0.0	18.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	1.1	0.0	6.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.5	0.0	15.8	0.0	15.0	0.0	25.0
1st-Term Q (Q1), veh/ln	0.0	0.1	0.0	1.1	0.0	2.8	0.0	4.2
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.8

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	1.1	0.0	3.0	0.0	5.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.01	0.00	0.52	0.00	0.21
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	25	0	23	0	339	0	359
Grp Sat Flow (s), veh/h/ln	0	1525	0	1525	0	1525	0	1525
Q Serve Time (g_s), s	0.0	1.0	0.0	0.6	0.0	12.4	0.0	17.6
Cycle Q Clear Time (g_c), s	0.0	1.0	0.0	0.6	0.0	12.4	0.0	17.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	411	0	383	0	697	0	386
V/C Ratio (X)	0.00	0.06	0.00	0.06	0.00	0.49	0.00	0.93
Avail Cap (c_a), veh/h	0	411	0	383	0	697	0	404
Upstream Filter (I)	0.00	1.00	0.00	0.94	0.00	1.00	0.00	0.35
Uniform Delay (d1), s/veh	0.0	21.7	0.0	15.1	0.0	15.2	0.0	19.1
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.1	0.0	2.4	0.0	12.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.0	0.0	15.1	0.0	17.6	0.0	31.8
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	0.2	0.0	4.0	0.0	3.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.5	0.0	1.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.4	0.0	0.2	0.0	4.5	0.0	5.2
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.00	0.77	0.00	0.22
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	28.5
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	298	127	32	607	306	51	313	21	149	9	149
Future Volume (veh/h)	114	298	127	32	607	306	51	313	21	149	9	149
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	119	310	132	33	632	319	53	326	22	155	9	155
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	175	703	596	53	655	555	374	874	390	156	34	593
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.12	0.78	0.78	0.06	0.73	0.36	0.26	0.26	0.26	0.10	0.41	0.41
Unsig. Movement Delay												
Ln Grp Delay, s/veh	41.8	6.2	5.7	48.6	35.6	21.7	24.1	25.7	22.8	106.5	0.0	16.7
Ln Grp LOS	D	A	A	D	D	C	C	C	C	F	A	B
Approach Vol, veh/h		561			984			401			319	
Approach Delay, s/veh		13.6			31.6			25.3			60.4	
Approach LOS		B			C			C			E	

Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4		6	7	8			
Case No		2.0	5.3	2.0	3.0		4.0	2.0	3.0			
Phs Duration (G+Y+Rc), s		12.2	24.9	7.1	35.8		37.1	9.2	33.6			
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5		4.5	4.5	4.5			
Max Green (Gmax), s		7.7	18.8	5.7	29.8		31.0	5.0	30.5			
Max Allow Headway (MAH), s		3.8	5.1	3.8	4.9		5.6	3.8	4.9			
Max Q Clear (g_c+I1), s		9.7	8.3	3.6	6.6		7.7	5.1	27.6			
Green Ext Time (g_e), s		0.0	1.7	0.0	2.3		1.0	0.0	1.5			
Prob of Phs Call (p_c)		0.97	1.00	0.52	1.00		1.00	0.93	1.00			
Prob of Max Out (p_x)		1.00	0.00	1.00	0.00		0.00	1.00	1.00			

Left-Turn Movement Data												
Assigned Mvmt		1	5	3				7				
Mvmt Sat Flow, veh/h		1619	1111	1619				2956				

Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3420		1800		84		1800			

Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			1525		1525		1454		1525			

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

Lanes in Grp	1	1	1	0	0	0	2	0
Grp Vol (v), veh/h	155	53	33	0	0	0	119	0
Grp Sat Flow (s), veh/h/ln	1619	1111	1619	0	0	0	1478	0
Q Serve Time (g_s), s	7.7	3.0	1.6	0.0	0.0	0.0	3.1	0.0
Cycle Q Clear Time (g_c), s	7.7	3.0	1.6	0.0	0.0	0.0	3.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1111	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	20.4	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	20.4	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	156	374	53	0	0	0	175	0
V/C Ratio (X)	0.99	0.14	0.63	0.00	0.00	0.00	0.68	0.00
Avail Cap (c_a), veh/h	156	374	115	0	0	0	185	0
Upstream Filter (I)	1.00	1.00	1.00	0.00	0.00	0.00	0.78	0.00
Uniform Delay (d1), s/veh	36.1	23.3	36.9	0.0	0.0	0.0	34.6	0.0
Incr Delay (d2), s/veh	70.4	0.8	11.6	0.0	0.0	0.0	7.2	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	106.5	24.1	48.6	0.0	0.0	0.0	41.8	0.0
1st-Term Q (Q1), veh/ln	2.9	0.8	0.6	0.0	0.0	0.0	1.0	0.0
2nd-Term Q (Q2), veh/ln	3.0	0.1	0.2	0.0	0.0	0.0	0.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	6.0	0.8	0.8	0.0	0.0	0.0	1.2	0.0
%ile Storage Ratio (RQ%)	0.73	0.14	0.01	0.00	0.00	0.00	0.10	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T				T
Lanes in Grp	0	2	0	1	0	0	0	1
Grp Vol (v), veh/h	0	326	0	310	0	0	0	632
Grp Sat Flow (s), veh/h/ln	0	1710	0	1800	0	0	0	1800
Q Serve Time (g_s), s	0.0	6.3	0.0	4.6	0.0	0.0	0.0	25.6
Cycle Q Clear Time (g_c), s	0.0	6.3	0.0	4.6	0.0	0.0	0.0	25.6
Lane Grp Cap (c), veh/h	0	874	0	703	0	0	0	655
V/C Ratio (X)	0.00	0.37	0.00	0.44	0.00	0.00	0.00	0.96
Avail Cap (c_a), veh/h	0	874	0	703	0	0	0	686
Upstream Filter (I)	0.00	1.00	0.00	0.78	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	24.5	0.0	5.8	0.0	0.0	0.0	10.4
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.3	0.0	0.0	0.0	25.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.7	0.0	6.2	0.0	0.0	0.0	35.6
1st-Term Q (Q1), veh/ln	0.0	2.5	0.0	1.3	0.0	0.0	0.0	3.6
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.0	0.0	4.6

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.6	0.0	1.3	0.0	0.0	0.0	8.2
%ile Storage Ratio (RQ%)	0.00	0.23	0.00	0.05	0.00	0.00	0.00	0.09
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	22	0	132	0	164	0	319
Grp Sat Flow (s), veh/h/ln	0	1525	0	1525	0	1538	0	1525
Q Serve Time (g_s), s	0.0	0.9	0.0	1.8	0.0	5.7	0.0	13.5
Cycle Q Clear Time (g_c), s	0.0	0.9	0.0	1.8	0.0	5.7	0.0	13.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.95	0.00	1.00
Lane Grp Cap (c), veh/h	0	390	0	596	0	628	0	555
V/C Ratio (X)	0.00	0.06	0.00	0.22	0.00	0.26	0.00	0.57
Avail Cap (c_a), veh/h	0	390	0	596	0	628	0	582
Upstream Filter (I)	0.00	1.00	0.00	0.78	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	22.5	0.0	5.5	0.0	15.7	0.0	20.4
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.1	0.0	1.0	0.0	1.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.8	0.0	5.7	0.0	16.7	0.0	21.7
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	0.5	0.0	1.9	0.0	4.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	0.5	0.0	2.1	0.0	4.7
%ile Storage Ratio (RQ%)	0.00	0.12	0.00	0.02	0.00	0.25	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	30.1
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	343	9	375	454	692	0	0	179	360
Future Volume (veh/h)	0	0	0	343	9	375	454	692	0	0	179	360
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1700	1800	1800	1700	1800	0	0	1800	1900
Adj Flow Rate, veh/h				343	9	375	454	692	0	0	179	360
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				429	11	391	492	2159	0	0	1333	437
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Prop Arrive On Green				0.26	0.26	0.26	0.30	0.63	0.00	0.00	0.54	0.27
Unsig. Movement Delay												
Ln Grp Delay, s/veh				38.0	0.0	64.3	41.7	7.1	0.0	0.0	13.9	43.4
Ln Grp LOS				D	A	E	D	A	A	A	B	D
Approach Vol, veh/h					727			1146			539	
Approach Delay, s/veh					51.5			20.8			33.6	
Approach LOS					D			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		55.0	25.0		28.8	26.2		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		50.5	20.5		27.5	18.5		
Max Allow Headway (MAH), s		5.2	4.7		3.8	4.4		
Max Q Clear (g_c+I1), s		9.5	21.4		23.7	18.8		
Green Ext Time (g_e), s		5.6	0.0		0.6	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	1.00		1.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			1672		1619	0		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3510	44			5076		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1525			1610		

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

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	352	0	454	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1716	0	1619	0	0	0
Q Serve Time (g_s), s	0.0	0.0	15.4	0.0	21.7	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	15.4	0.0	21.7	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	21.7	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.97	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	440	0	492	0	0	0
V/C Ratio (X)	0.00	0.00	0.80	0.00	0.92	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	440	0	557	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.67	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	27.8	0.0	26.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	10.1	0.0	14.7	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	38.0	0.0	41.7	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	6.0	0.0	7.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	1.2	0.0	2.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	7.3	0.0	10.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.15	0.00	0.91	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	3	0	0
Grp Vol (v), veh/h	0	692	0	0	0	179	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	0	0	1638	0	0
Q Serve Time (g_s), s	0.0	7.5	0.0	0.0	0.0	1.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.5	0.0	0.0	0.0	1.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	2159	0	0	0	1333	0	0
V/C Ratio (X)	0.00	0.32	0.00	0.00	0.00	0.13	0.00	0.00
Avail Cap (c_a), veh/h	0	2159	0	0	0	1333	0	0
Upstream Filter (I)	0.00	0.67	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.8	0.0	0.0	0.0	13.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	7.1	0.0	0.0	0.0	13.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.3	0.0	0.0	0.0	0.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.4	0.0	0.0	0.0	0.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.22	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	375	0	0	360	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1525	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	19.4	0.0	0.0	16.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	19.4	0.0	0.0	16.8	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	391	0	0	437	0	0
V/C Ratio (X)	0.00	0.00	0.96	0.00	0.00	0.82	0.00	0.00
Avail Cap (c_a), veh/h	0	0	391	0	0	437	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	29.3	0.0	0.0	27.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	35.0	0.0	0.0	16.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	64.3	0.0	0.0	43.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	6.8	0.0	0.0	6.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	3.8	0.0	0.0	1.9	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	10.6	0.0	0.0	8.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.22	0.00	0.00	0.17	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	341	3	361	0	0	0	0	822	436	259	505	0
Future Volume (veh/h)	341	3	361	0	0	0	0	822	436	259	505	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800				0	1800	1800	1700	1900	0
Adj Flow Rate, veh/h	341	3	361				0	822	436	259	505	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	342	3	362				0	1142	354	289	1665	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.44	0.44	0.44				0.00	0.46	0.23	0.18	0.46	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	58.0	0.0	0.0				0.0	25.7	160.4	63.1	15.7	0.0
Ln Grp LOS	E	A	A				A	C	F	E	B	A
Approach Vol, veh/h		705						1258			764	
Approach Delay, s/veh		58.0						72.4			31.8	
Approach LOS		E						E			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		12.0		4.0		
Phs Duration (G+Y+Rc), s	20.6	25.4		44.0		46.0		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	16.5	20.5		39.5		41.5		
Max Allow Headway (MAH), s	3.8	4.8		5.5		5.2		
Max Q Clear (g_c+I1), s	16.1	22.9		41.2		9.9		
Green Ext Time (g_e), s	0.0	0.0		0.0		3.7		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	1619	0		780				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5076		7		3705		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1525		826		0		

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

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	259	0	0	705	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	0	0	1612	0	0	0	0
Q Serve Time (g_s), s	14.1	0.0	0.0	39.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	14.1	0.0	0.0	39.2	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	20.9	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.48	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	289	0	0	708	0	0	0	0
V/C Ratio (X)	0.89	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	297	0	0	708	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	36.1	0.0	0.0	25.2	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	27.0	0.0	0.0	32.8	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	63.1	0.0	0.0	58.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	5.4	0.0	0.0	13.9	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	2.2	0.0	0.0	6.5	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	7.6	0.0	0.0	20.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.69	0.00	0.00	0.35	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	3	0	0	0	2	0	0
Grp Vol (v), veh/h	0	822	0	0	0	505	0	0
Grp Sat Flow (s), veh/h/ln	0	1638	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	12.1	0.0	0.0	0.0	7.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	12.1	0.0	0.0	0.0	7.9	0.0	0.0
Lane Grp Cap (c), veh/h	0	1142	0	0	0	1665	0	0
V/C Ratio (X)	0.00	0.72	0.00	0.00	0.00	0.30	0.00	0.00
Avail Cap (c_a), veh/h	0	1142	0	0	0	1665	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	21.7	0.0	0.0	0.0	15.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.9	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.7	0.0	0.0	0.0	15.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.5	0.0	0.0	0.0	3.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.9	0.0	0.0	0.0	3.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.13	0.00	0.00	0.00	0.29	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	436	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1525	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	20.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	20.9	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.51	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	354	0	0	0	0	0	0
V/C Ratio (X)	0.00	1.23	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	354	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	34.5	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	125.9	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	160.4	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	12.4	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	19.9	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	20.4	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		57.3						
HCM 6th LOS		E						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	680	51	180	241	133	102	561	505	201	294	25
Future Volume (veh/h)	57	680	51	180	241	133	102	561	505	201	294	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	57	680	51	180	241	133	102	561	505	201	294	25
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	70	745	56	182	646	344	127	1087	485	225	1208	102
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.04	0.23	0.23	0.11	0.30	0.30	0.08	0.32	0.32	0.14	0.38	0.38
Unsig. Movement Delay												
Ln Grp Delay, s/veh	62.3	58.2	58.0	102.8	25.2	25.4	50.6	26.6	80.1	71.3	20.0	20.0
Ln Grp LOS	E	E	E	F	C	C	D	C	F	E	C	C
Approach Vol, veh/h		788			554			1168			520	
Approach Delay, s/veh		58.4			50.5			51.8			39.8	
Approach LOS		E			D			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	17.0	33.1	14.6	25.3	11.6	38.5	8.4	31.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	12.5	28.3	10.1	21.1	11.8	29.0	6.3	24.9
Max Allow Headway (MAH), s	3.8	4.7	3.8	5.3	3.8	5.3	3.8	5.4
Max Q Clear (g_c+I1), s	13.0	30.6	12.0	20.5	7.6	7.7	5.1	10.3
Green Ext Time (g_e), s	0.0	0.0	0.0	0.3	0.1	1.8	0.0	1.9
Prob of Phs Call (p_c)	0.99	1.00	0.99	1.00	0.92	1.00	0.76	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	0.64	0.00	1.00	0.05

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1619	1619	1619	1619

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3420	3225	3192	2155

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1525	242	270	1148

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	201	0	180	0	102	0	57	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	11.0	0.0	10.0	0.0	5.6	0.0	3.1	0.0
Cycle Q Clear Time (g_c), s	11.0	0.0	10.0	0.0	5.6	0.0	3.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	225	0	182	0	127	0	70	0
V/C Ratio (X)	0.89	0.00	0.99	0.00	0.80	0.00	0.81	0.00
Avail Cap (c_a), veh/h	225	0	182	0	212	0	113	0
Upstream Filter (I)	1.00	0.00	0.97	0.00	0.87	0.00	1.00	0.00
Uniform Delay (d1), s/veh	38.1	0.0	39.9	0.0	40.8	0.0	42.7	0.0
Incr Delay (d2), s/veh	33.2	0.0	62.9	0.0	9.8	0.0	19.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	71.3	0.0	102.8	0.0	50.6	0.0	62.3	0.0
1st-Term Q (Q1), veh/ln	4.3	0.0	3.9	0.0	2.2	0.0	1.2	0.0
2nd-Term Q (Q2), veh/ln	2.1	0.0	3.2	0.0	0.3	0.0	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	6.3	0.0	7.1	0.0	2.5	0.0	1.6	0.0
%ile Storage Ratio (RQ%)	0.10	0.00	0.07	0.00	0.13	0.00	0.02	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	1	0	1
Grp Vol (v), veh/h	0	561	0	360	0	157	0	189
Grp Sat Flow (s), veh/h/ln	0	1710	0	1710	0	1710	0	1710
Q Serve Time (g_s), s	0.0	12.0	0.0	18.5	0.0	5.6	0.0	7.9
Cycle Q Clear Time (g_c), s	0.0	12.0	0.0	18.5	0.0	5.6	0.0	7.9
Lane Grp Cap (c), veh/h	0	1087	0	395	0	647	0	513
V/C Ratio (X)	0.00	0.52	0.00	0.91	0.00	0.24	0.00	0.37
Avail Cap (c_a), veh/h	0	1087	0	401	0	647	0	513
Upstream Filter (I)	0.00	0.87	0.00	1.00	0.00	1.00	0.00	0.97
Uniform Delay (d1), s/veh	0.0	25.1	0.0	33.7	0.0	19.1	0.0	24.8
Incr Delay (d2), s/veh	0.0	1.5	0.0	24.5	0.0	0.9	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.6	0.0	58.2	0.0	20.0	0.0	25.2
1st-Term Q (Q1), veh/ln	0.0	4.8	0.0	7.5	0.0	2.2	0.0	3.1
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	2.7	0.0	0.2	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.0	0.0	10.2	0.0	2.3	0.0	3.2
%ile Storage Ratio (RQ%)	0.00	0.25	0.00	0.14	0.00	0.04	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	505	0	371	0	162	0	185
Grp Sat Flow (s), veh/h/ln	0	1525	0	1756	0	1751	0	1593
Q Serve Time (g_s), s	0.0	28.6	0.0	18.5	0.0	5.7	0.0	8.3
Cycle Q Clear Time (g_c), s	0.0	28.6	0.0	18.5	0.0	5.7	0.0	8.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.14	0.00	0.15	0.00	0.72
Lane Grp Cap (c), veh/h	0	485	0	406	0	663	0	478
V/C Ratio (X)	0.00	1.04	0.00	0.91	0.00	0.25	0.00	0.39
Avail Cap (c_a), veh/h	0	485	0	412	0	663	0	478
Upstream Filter (I)	0.00	0.87	0.00	1.00	0.00	1.00	0.00	0.97
Uniform Delay (d1), s/veh	0.0	30.7	0.0	33.7	0.0	19.2	0.0	25.0
Incr Delay (d2), s/veh	0.0	49.4	0.0	24.3	0.0	0.9	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	80.1	0.0	58.0	0.0	20.0	0.0	25.4
1st-Term Q (Q1), veh/ln	0.0	10.1	0.0	7.7	0.0	2.3	0.0	3.1
2nd-Term Q (Q2), veh/ln	0.0	6.7	0.0	2.7	0.0	0.2	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	16.7	0.0	10.4	0.0	2.4	0.0	3.1
%ile Storage Ratio (RQ%)	0.00	0.84	0.00	0.14	0.00	0.04	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	5.1	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	51.2
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	394	28	347	9	3	16	212	811	3	6	464	76
Future Volume (veh/h)	394	28	347	9	3	16	212	811	3	6	464	76
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	394	28	0	9	3	16	212	811	3	6	464	76
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	455	408		84	20	49	240	2284	8	12	1510	246
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.15	0.23	0.00	0.04	0.04	0.04	0.15	0.65	0.65	0.01	0.51	0.51
Unsig. Movement Delay												
Ln Grp Delay, s/veh	59.6	36.5	0.0	56.7	0.0	60.3	66.0	10.3	10.2	82.7	17.6	17.7
Ln Grp LOS	E	D		E	A	E	E	B	B	F	B	B
Approach Vol, veh/h		422			28			1026			546	
Approach Delay, s/veh		58.1			58.8			21.8			18.4	
Approach LOS		E			E			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Case No	2.0	4.0		3.0	2.0	4.0	2.0	8.3
Phs Duration (G+Y+Rc), s	5.4	82.9		31.7	22.3	66.0	23.0	8.7
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.5	53.5		47.5	26.5	32.5	24.5	18.5
Max Allow Headway (MAH), s	3.8	5.2		5.2	3.8	5.3	3.8	5.4
Max Q Clear (g_c+I1), s	2.4	14.6		3.5	17.4	13.0	17.6	3.3
Green Ext Time (g_e), s	0.0	6.0		0.1	0.4	3.2	0.8	0.1
Prob of Phs Call (p_c)	0.18	1.00		1.00	1.00	1.00	1.00	0.85
Prob of Max Out (p_x)	1.00	0.00		0.00	0.02	0.00	0.17	0.00

Left-Turn Movement Data								
Assigned Mvmt	1				5		7	3
Mvmt Sat Flow, veh/h	1619				1619		2956	908

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3495		1800		2944		571

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		13		1525		480		1388

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

Lanes in Grp	1	0	0	0	1	0	2	1
Grp Vol (v), veh/h	6	0	0	0	212	0	394	12
Grp Sat Flow (s), veh/h/ln	1619	0	0	0	1619	0	1478	1479
Q Serve Time (g_s), s	0.4	0.0	0.0	0.0	15.4	0.0	15.6	0.2
Cycle Q Clear Time (g_c), s	0.4	0.0	0.0	0.0	15.4	0.0	15.6	0.8
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	1404
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	0.75
Lane Grp Cap (c), veh/h	12	0	0	0	240	0	455	105
V/C Ratio (X)	0.49	0.00	0.00	0.00	0.88	0.00	0.87	0.11
Avail Cap (c_a), veh/h	74	0	0	0	358	0	604	274
Upstream Filter (I)	0.84	0.00	0.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d1), s/veh	59.3	0.0	0.0	0.0	50.1	0.0	49.6	56.2
Incr Delay (d2), s/veh	23.4	0.0	0.0	0.0	15.9	0.0	10.1	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	82.7	0.0	0.0	0.0	66.0	0.0	59.6	56.7
1st-Term Q (Q1), veh/ln	0.2	0.0	0.0	0.0	6.2	0.0	5.8	0.4
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	1.1	0.0	0.6	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.3	0.0	0.0	0.0	7.3	0.0	6.4	0.4
%ile Storage Ratio (RQ%)	0.01	0.00	0.00	0.00	0.03	0.00	0.16	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	397	0	28	0	268	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	1800	0	1710	0	0
Q Serve Time (g_s), s	0.0	12.6	0.0	1.5	0.0	10.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	12.6	0.0	1.5	0.0	10.9	0.0	0.0
Lane Grp Cap (c), veh/h	0	1117	0	408	0	877	0	0
V/C Ratio (X)	0.00	0.36	0.00	0.07	0.00	0.31	0.00	0.00
Avail Cap (c_a), veh/h	0	1117	0	713	0	877	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.84	0.00	0.00
Uniform Delay (d1), s/veh	0.0	9.4	0.0	36.5	0.0	16.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.0	0.1	0.0	0.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.3	0.0	36.5	0.0	17.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.5	0.0	0.7	0.0	4.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.7	0.0	0.7	0.0	4.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.02	0.00	0.22	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	417	0	0	0	272	0	16
Grp Sat Flow (s), veh/h/ln	0	1798	0	1525	0	1714	0	1388
Q Serve Time (g_s), s	0.0	12.6	0.0	0.0	0.0	11.0	0.0	1.3
Cycle Q Clear Time (g_c), s	0.0	12.6	0.0	0.0	0.0	11.0	0.0	1.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.01	0.00	1.00	0.00	0.28	0.00	1.00
Lane Grp Cap (c), veh/h	0	1175	0	345	0	879	0	49
V/C Ratio (X)	0.00	0.36	0.00	0.00	0.00	0.31	0.00	0.33
Avail Cap (c_a), veh/h	0	1175	0	604	0	879	0	214
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.84	0.00	1.00
Uniform Delay (d1), s/veh	0.0	9.4	0.0	0.0	0.0	16.9	0.0	56.5
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.0	0.0	0.8	0.0	3.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.2	0.0	0.0	0.0	17.7	0.0	60.3
1st-Term Q (Q1), veh/ln	0.0	4.7	0.0	0.0	0.0	4.3	0.0	0.5
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.2	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.0	0.0	0.0	0.0	4.5	0.0	0.5
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.00	0.23	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	28.9
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	0	14	34	0	57	5	917	41	38	789	7
Future Volume (veh/h)	18	0	14	34	0	57	5	917	41	38	789	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	0	1800	1900	1800	1800	1800	1900	1900
Adj Flow Rate, veh/h	18	0	14	34	0	57	5	917	41	38	789	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	47	0	0	46	0	0	32	1371	1166	51	1564	14
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.00	0.03	0.03	0.00	0.00	1.00	1.00	1.00	0.03	0.83	0.83
Unsig. Movement Delay												
Ln Grp Delay, s/veh	72.9	0.0	0.0	78.7	0.0	0.0	2.4	0.0	0.1	76.4	0.0	4.1
Ln Grp LOS	E	A	A	E	A	A	A	A	A	E	A	A
Approach Vol, veh/h		32			34			963			834	
Approach Delay, s/veh		72.9			78.7			2.3			7.4	
Approach LOS		E			E			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6		
Case No	2.0	7.3	2.0	8.3		4.0		
Phs Duration (G+Y+Rc), s	8.1	96.2	7.9	7.8		104.3		
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5		
Max Green (Gmax), s	15.1	30.7	28.1	28.1		50.3		
Max Allow Headway (MAH), s	3.8	5.2	3.8	5.5		5.2		
Max Q Clear (g_c+I1), s	4.6	2.0	4.5	2.1		16.6		
Green Ext Time (g_e), s	0.0	8.7	0.1	0.1		7.0		
Prob of Phs Call (p_c)	0.72	1.00	0.68	0.66		1.00		
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00		0.00		

Left-Turn Movement Data				
Assigned Mvmt	1	5	3	7
Mvmt Sat Flow, veh/h	1714	2	1619	0

Through Movement Data			
Assigned Mvmt	2	4	6
Mvmt Sat Flow, veh/h	1794	0	1880

Right-Turn Movement Data			
Assigned Mvmt	12	14	16
Mvmt Sat Flow, veh/h	1525	0	17

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

Lanes in Grp	1	1	1	1	0	0	0	0
Grp Vol (v), veh/h	38	922	34	32	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1714	1796	1619	0	0	0	0	0
Q Serve Time (g_s), s	2.6	0.0	2.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	2.6	0.0	2.5	0.1	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	693	0	1368	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	91.7	0.0	0.1	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	85.2	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	69.9	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.01	1.00	0.56	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	51	1403	46	47	0	0	0	0
V/C Ratio (X)	0.74	0.66	0.74	0.68	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	216	1403	379	334	0	0	0	0
Upstream Filter (I)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	57.7	0.0	57.9	56.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	18.7	2.4	20.9	16.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	76.4	2.4	78.7	72.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.1	0.0	1.0	1.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.9	0.3	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.4	0.9	1.3	1.2	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.14	0.06	0.02	0.08	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	41	0	0	0	796	0	0
Grp Sat Flow (s), veh/h/ln	0	1525	0	0	0	1897	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	14.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	14.6	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.44	0.00	0.01	0.00	0.00
Lane Grp Cap (c), veh/h	0	1166	0	0	0	1578	0	0
V/C Ratio (X)	0.00	0.04	0.00	0.00	0.00	0.50	0.00	0.00
Avail Cap (c_a), veh/h	0	1166	0	0	0	1578	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	1.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.1	0.0	0.0	0.0	4.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.43	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		7.2						
HCM 6th LOS		A						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	2	39	11	5	8	27	786	6	5	776	62
Future Volume (veh/h)	169	2	39	11	5	8	27	786	6	5	776	62
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1900	1700	1900	1900
Adj Flow Rate, veh/h	169	2	39	11	5	8	27	786	6	5	776	62
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	248	2	45	154	73	92	40	1267	10	10	1201	96
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Prop Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.02	0.71	0.71	0.01	1.00	1.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	51.5	0.0	0.0	41.9	0.0	0.0	73.3	0.0	10.9	90.0	0.0	2.5
Ln Grp LOS	D	A	A	D	A	A	E	A	B	F	A	A
Approach Vol, veh/h		210			24			819			843	
Approach Delay, s/veh		51.5			41.9			13.0			3.0	
Approach LOS		D			D			B			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	2.0	4.0		8.0	2.0	4.0		8.0
Phs Duration (G+Y+Rc), s	5.3	89.7		25.0	7.5	87.5		25.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green (Gmax), s	27.0	39.5		40.0	27.0	39.5		40.0
Max Allow Headway (MAH), s	3.8	5.2		5.3	3.8	5.3		5.4
Max Q Clear (g_c+I1), s	2.4	29.4		19.4	4.0	2.0		3.4
Green Ext Time (g_e), s	0.0	4.1		1.1	0.0	7.8		0.1
Prob of Phs Call (p_c)	0.15	1.00		1.00	0.59	1.00		1.00
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1619			1131	1619			647

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1784		13		1736		424

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		14		261		139		535

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

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	5	0	0	210	27	0	0	24
Grp Sat Flow (s), veh/h/ln	1619	0	0	1406	1619	0	0	1606
Q Serve Time (g_s), s	0.4	0.0	0.0	16.0	2.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.4	0.0	0.0	17.4	2.0	0.0	0.0	1.4
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1423	0	0	0	1388
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1730	0	0	0	1621
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	20.5	0.0	0.0	0.0	20.5
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	19.1	0.0	0.0	0.0	3.1
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	16.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.80	1.00	0.00	0.00	0.46
Lane Grp Cap (c), veh/h	10	0	0	295	40	0	0	319
V/C Ratio (X)	0.48	0.00	0.00	0.71	0.67	0.00	0.00	0.08
Avail Cap (c_a), veh/h	364	0	0	519	364	0	0	556
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.84	0.00	0.00	1.00
Uniform Delay (d1), s/veh	59.0	0.0	0.0	48.3	58.0	0.0	0.0	41.8
Incr Delay (d2), s/veh	30.9	0.0	0.0	3.2	15.3	0.0	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	90.0	0.0	0.0	51.5	73.3	0.0	0.0	41.9
1st-Term Q (Q1), veh/ln	0.2	0.0	0.0	6.1	0.8	0.0	0.0	0.6
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.3	0.2	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.2	0.0	0.0	6.4	1.0	0.0	0.0	0.6
%ile Storage Ratio (RQ%)	0.03	0.00	0.00	0.75	0.01	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	792	0	0	0	838	0	0
Grp Sat Flow (s), veh/h/ln	0	1798	0	0	0	1875	0	0
Q Serve Time (g_s), s	0.0	27.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	27.4	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.01	0.00	0.19	0.00	0.07	0.00	0.33
Lane Grp Cap (c), veh/h	0	1276	0	0	0	1297	0	0
V/C Ratio (X)	0.00	0.62	0.00	0.00	0.00	0.65	0.00	0.00
Avail Cap (c_a), veh/h	0	1276	0	0	0	1297	0	0
Upstream Filter (I)	0.00	0.84	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.9	0.0	0.0	0.0	2.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.9	0.0	0.0	0.0	2.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.6	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.0	0.0	0.9	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	10.3	0.0	0.0	0.0	0.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.10	0.00	0.00	0.00	0.10	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		13.2						
HCM 6th LOS		B						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	570	68	124	160	156	39	473	231	188	468	64
Future Volume (veh/h)	124	570	68	124	160	156	39	473	231	188	468	64
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	124	570	68	124	160	156	39	473	0	188	468	64
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	150	691	82	150	768	342	61	1030		201	1172	160
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.09	0.22	0.22	0.09	0.22	0.22	0.04	0.30	0.00	0.12	0.39	0.39
Unsig. Movement Delay												
Ln Grp Delay, s/veh	60.9	36.6	36.8	49.7	22.2	24.0	38.9	20.6	0.0	65.7	16.7	16.8
Ln Grp LOS	E	D	D	D	C	C	D	C		E	B	B
Approach Vol, veh/h		762			440			512			720	
Approach Delay, s/veh		40.6			30.6			22.0			29.5	
Approach LOS		D			C			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	13.2	25.6	11.0	20.2	7.2	31.6	11.0	20.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	8.7	18.8	6.5	18.0	5.8	21.7	6.5	18.0
Max Allow Headway (MAH), s	3.8	5.2	3.8	5.3	3.8	5.3	3.8	4.6
Max Q Clear (g_c+I1), s	10.1	9.9	7.3	14.4	3.7	9.9	7.3	8.2
Green Ext Time (g_e), s	0.0	2.0	0.0	1.3	0.0	2.5	0.0	1.0
Prob of Phs Call (p_c)	0.97	1.00	0.91	1.00	0.53	1.00	0.91	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.09

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1619	1619	1619	1619

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3420	3078	3024	3420

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1525	366	412	1525

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	188	0	124	0	39	0	124	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	8.1	0.0	5.3	0.0	1.7	0.0	5.3	0.0
Cycle Q Clear Time (g_c), s	8.1	0.0	5.3	0.0	1.7	0.0	5.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	201	0	150	0	61	0	150	0
V/C Ratio (X)	0.93	0.00	0.82	0.00	0.63	0.00	0.82	0.00
Avail Cap (c_a), veh/h	201	0	150	0	134	0	150	0
Upstream Filter (I)	0.68	0.00	0.56	0.00	0.54	0.00	1.00	0.00
Uniform Delay (d1), s/veh	30.4	0.0	31.2	0.0	33.2	0.0	31.2	0.0
Incr Delay (d2), s/veh	35.3	0.0	18.5	0.0	5.7	0.0	29.7	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	65.7	0.0	49.7	0.0	38.9	0.0	60.9	0.0
1st-Term Q (Q1), veh/ln	3.0	0.0	2.0	0.0	0.6	0.0	2.0	0.0
2nd-Term Q (Q2), veh/ln	2.0	0.0	0.8	0.0	0.1	0.0	1.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	5.0	0.0	2.8	0.0	0.7	0.0	3.2	0.0
%ile Storage Ratio (RQ%)	0.48	0.00	0.04	0.00	0.11	0.00	0.81	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	1	0	2
Grp Vol (v), veh/h	0	473	0	316	0	264	0	160
Grp Sat Flow (s), veh/h/ln	0	1710	0	1710	0	1710	0	1710
Q Serve Time (g_s), s	0.0	7.9	0.0	12.3	0.0	7.8	0.0	2.7
Cycle Q Clear Time (g_c), s	0.0	7.9	0.0	12.3	0.0	7.8	0.0	2.7
Lane Grp Cap (c), veh/h	0	1030	0	384	0	663	0	768
V/C Ratio (X)	0.00	0.46	0.00	0.82	0.00	0.40	0.00	0.21
Avail Cap (c_a), veh/h	0	1030	0	440	0	663	0	879
Upstream Filter (I)	0.00	0.54	0.00	1.00	0.00	0.68	0.00	0.56
Uniform Delay (d1), s/veh	0.0	19.8	0.0	25.8	0.0	15.5	0.0	22.1
Incr Delay (d2), s/veh	0.0	0.8	0.0	10.8	0.0	1.2	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.6	0.0	36.6	0.0	16.7	0.0	22.2
1st-Term Q (Q1), veh/ln	0.0	2.9	0.0	4.7	0.0	2.8	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	1.1	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.1	0.0	5.9	0.0	3.0	0.0	1.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.03	0.00	0.03	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	322	0	268	0	156
Grp Sat Flow (s), veh/h/ln	0	1525	0	1734	0	1726	0	1525
Q Serve Time (g_s), s	0.0	0.0	0.0	12.4	0.0	7.9	0.0	6.2
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	12.4	0.0	7.9	0.0	6.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.21	0.00	0.24	0.00	1.00
Lane Grp Cap (c), veh/h	0	459	0	389	0	669	0	342
V/C Ratio (X)	0.00	0.00	0.00	0.83	0.00	0.40	0.00	0.46
Avail Cap (c_a), veh/h	0	459	0	446	0	669	0	392
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.68	0.00	0.56
Uniform Delay (d1), s/veh	0.0	0.0	0.0	25.8	0.0	15.5	0.0	23.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	10.9	0.0	1.2	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	36.8	0.0	16.8	0.0	24.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.8	0.0	2.9	0.0	2.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	1.2	0.0	0.2	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.0	0.0	3.1	0.0	2.2
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	223	441	109	261	213	52	67	498	236	128	491	93
Future Volume (veh/h)	223	441	109	261	213	52	67	498	236	128	491	93
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	223	441	109	261	213	52	67	498	236	128	491	93
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	257	528	130	294	593	142	83	684	323	156	1451	269
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Prop Arrive On Green	0.21	0.26	0.26	0.24	0.29	0.29	0.07	0.40	0.40	0.13	0.46	0.46
Unsig. Movement Delay												
Ln Grp Delay, s/veh	51.1	41.1	42.5	53.9	24.6	24.7	52.6	29.2	29.9	56.0	16.3	17.1
Ln Grp LOS	D	D	D	D	C	C	D	C	C	E	B	B
Approach Vol, veh/h		773			526			801			712	
Approach Delay, s/veh		44.5			39.2			31.5			23.6	
Approach LOS		D			D			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	12.2	28.8	19.0	20.0	8.6	32.4	17.2	21.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	8.5	20.0	15.5	18.0	7.9	20.6	14.9	18.6
Max Allow Headway (MAH), s	3.8	5.3	3.8	5.3	3.8	5.3	3.8	5.3
Max Q Clear (g_c+I1), s	8.2	17.0	14.5	14.4	5.3	8.2	12.6	7.1
Green Ext Time (g_e), s	0.0	1.3	0.1	1.1	0.0	3.0	0.1	1.1
Prob of Phs Call (p_c)	0.94	1.00	1.00	1.00	0.77	1.00	0.99	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.07

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1619	1619	1619	1619

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	2255	2722	4165	2738

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1063	668	772	654

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	128	0	261	0	67	0	223	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	6.2	0.0	12.5	0.0	3.3	0.0	10.6	0.0
Cycle Q Clear Time (g_c), s	6.2	0.0	12.5	0.0	3.3	0.0	10.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	156	0	294	0	83	0	257	0
V/C Ratio (X)	0.82	0.00	0.89	0.00	0.81	0.00	0.87	0.00
Avail Cap (c_a), veh/h	172	0	314	0	160	0	302	0
Upstream Filter (I)	0.87	0.00	1.00	0.00	0.94	0.00	1.00	0.00
Uniform Delay (d1), s/veh	34.2	0.0	29.6	0.0	36.9	0.0	30.7	0.0
Incr Delay (d2), s/veh	21.8	0.0	24.4	0.0	15.7	0.0	20.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	56.0	0.0	53.9	0.0	52.6	0.0	51.1	0.0
1st-Term Q (Q1), veh/ln	2.3	0.0	4.3	0.0	1.2	0.0	3.8	0.0
2nd-Term Q (Q2), veh/ln	0.9	0.0	2.0	0.0	0.4	0.0	1.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	3.2	0.0	6.3	0.0	1.6	0.0	5.2	0.0
%ile Storage Ratio (RQ%)	0.45	0.00	0.04	0.00	0.20	0.00	0.60	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	377	0	276	0	384	0	131
Grp Sat Flow (s), veh/h/ln	0	1710	0	1710	0	1638	0	1710
Q Serve Time (g_s), s	0.0	14.9	0.0	12.2	0.0	6.0	0.0	4.9
Cycle Q Clear Time (g_c), s	0.0	14.9	0.0	12.2	0.0	6.0	0.0	4.9
Lane Grp Cap (c), veh/h	0	519	0	332	0	1141	0	371
V/C Ratio (X)	0.00	0.73	0.00	0.83	0.00	0.34	0.00	0.35
Avail Cap (c_a), veh/h	0	519	0	385	0	1141	0	398
Upstream Filter (I)	0.00	0.94	0.00	1.00	0.00	0.87	0.00	1.00
Uniform Delay (d1), s/veh	0.0	21.1	0.0	28.4	0.0	15.6	0.0	24.0
Incr Delay (d2), s/veh	0.0	8.1	0.0	12.7	0.0	0.7	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	29.2	0.0	41.1	0.0	16.3	0.0	24.6
1st-Term Q (Q1), veh/ln	0.0	5.0	0.0	4.5	0.0	2.0	0.0	1.9
2nd-Term Q (Q2), veh/ln	0.0	1.2	0.0	1.2	0.0	0.1	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	6.2	0.0	5.6	0.0	2.1	0.0	1.9
%ile Storage Ratio (RQ%)	0.00	0.16	0.00	0.03	0.00	0.02	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	357	0	274	0	200	0	134
Grp Sat Flow (s), veh/h/ln	0	1609	0	1680	0	1661	0	1682
Q Serve Time (g_s), s	0.0	15.0	0.0	12.4	0.0	6.2	0.0	5.1
Cycle Q Clear Time (g_c), s	0.0	15.0	0.0	12.4	0.0	6.2	0.0	5.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.66	0.00	0.40	0.00	0.46	0.00	0.39
Lane Grp Cap (c), veh/h	0	488	0	326	0	579	0	365
V/C Ratio (X)	0.00	0.73	0.00	0.84	0.00	0.35	0.00	0.37
Avail Cap (c_a), veh/h	0	488	0	378	0	579	0	391
Upstream Filter (I)	0.00	0.94	0.00	1.00	0.00	0.87	0.00	1.00
Uniform Delay (d1), s/veh	0.0	21.1	0.0	28.5	0.0	15.6	0.0	24.1
Incr Delay (d2), s/veh	0.0	8.8	0.0	14.0	0.0	1.4	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	29.9	0.0	42.5	0.0	17.1	0.0	24.7
1st-Term Q (Q1), veh/ln	0.0	4.8	0.0	4.5	0.0	2.1	0.0	1.9
2nd-Term Q (Q2), veh/ln	0.0	1.2	0.0	1.3	0.0	0.2	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	6.0	0.0	5.7	0.0	2.4	0.0	2.0
%ile Storage Ratio (RQ%)	0.00	0.15	0.00	0.03	0.00	0.02	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	34.5
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	176	316	162	354	786	0	0	737	460
Future Volume (veh/h)	0	0	0	176	316	162	354	786	0	0	737	460
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1700	1800	1800	1700	1800	0	0	1800	1900
Adj Flow Rate, veh/h				176	316	162	354	786	0	0	737	460
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				192	345	463	373	2125	0	0	1210	569
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.30	0.30	0.30	0.46	1.00	0.00	0.00	0.35	0.35
Unsig. Movement Delay												
Ln Grp Delay, s/veh				57.7	0.0	33.0	57.5	0.4	0.0	0.0	33.9	45.0
Ln Grp LOS				E	A	C	E	A	A	A	C	D
Approach Vol, veh/h					654			1140			1197	
Approach Delay, s/veh					51.6			18.1			38.1	
Approach LOS					D			B			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		79.1	40.9		32.1	46.9		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		69.5	41.5		31.5	33.5		
Max Allow Headway (MAH), s		5.2	5.0		3.8	4.8		
Max Q Clear (g_c+I1), s		2.0	34.2		27.2	33.0		
Green Ext Time (g_e), s		6.8	2.2		0.5	0.3		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	0.62		0.74	0.00		
Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			633		1619	0		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3510	1136			3510		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1525			1610		
Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0
Lane Assignment			L+T		L (Prot)			

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	492	0	354	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1768	0	1619	0	0	0
Q Serve Time (g_s), s	0.0	0.0	32.2	0.0	25.2	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	32.2	0.0	25.2	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	42.4	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.36	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	537	0	373	0	0	0
V/C Ratio (X)	0.00	0.00	0.92	0.00	0.95	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	612	0	425	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.82	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	40.3	0.0	31.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	17.4	0.0	25.8	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	57.7	0.0	57.5	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	13.9	0.0	7.7	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	2.6	0.0	2.7	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	16.5	0.0	10.3	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.39	0.00	1.72	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	786	0	0	0	737	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	0	0	1710	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	21.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	21.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	2125	0	0	0	1210	0	0
V/C Ratio (X)	0.00	0.37	0.00	0.00	0.00	0.61	0.00	0.00
Avail Cap (c_a), veh/h	0	2125	0	0	0	1210	0	0
Upstream Filter (I)	0.00	0.82	0.00	0.00	0.00	0.83	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	31.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	1.9	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	0.0	0.0	0.0	33.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	8.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.0	0.0	9.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.24	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	162	0	0	460	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1525	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	9.9	0.0	0.0	31.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	9.9	0.0	0.0	31.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	463	0	0	569	0	0
V/C Ratio (X)	0.00	0.00	0.35	0.00	0.00	0.81	0.00	0.00
Avail Cap (c_a), veh/h	0	0	528	0	0	569	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.83	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	32.6	0.0	0.0	35.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.0	0.0	9.9	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	33.0	0.0	0.0	45.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	3.7	0.0	0.0	12.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	1.6	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	3.7	0.0	0.0	13.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.09	0.00	0.00	0.35	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	33.5
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	349	64	488	0	0	0	0	783	252	228	693	0
Future Volume (veh/h)	349	64	488	0	0	0	0	783	252	228	693	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800				0	1800	1800	1700	1900	0
Adj Flow Rate, veh/h	349	64	488				0	783	252	228	693	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	480	88	502				0	1379	615	251	2151	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	1.00	2.00	2.00	1.00
Prop Arrive On Green	0.33	0.33	0.33				0.00	0.81	0.40	0.31	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	40.1	0.0	72.6				0.0	9.6	27.6	56.2	0.3	0.0
Ln Grp LOS	D	A	E				A	A	C	E	A	A
Approach Vol, veh/h		901						1035			921	
Approach Delay, s/veh		57.7						14.0			14.1	
Approach LOS		E						B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		12.0		4.0		
Phs Duration (G+Y+Rc), s	23.1	52.9		44.0		76.0		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	26.5	40.5		39.5		71.5		
Max Allow Headway (MAH), s	3.8	4.9		5.5		5.2		
Max Q Clear (g_c+I1), s	18.2	16.2		39.9		2.0		
Green Ext Time (g_e), s	0.4	6.9		0.0		5.7		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	0.04	0.00		1.00		0.00		

Left-Turn Movement Data			
Assigned Mvmt	1	5	7
Mvmt Sat Flow, veh/h	1619	0	1459

Through Movement Data			
Assigned Mvmt		2	4	6
Mvmt Sat Flow, veh/h		3510	268	3705

Right-Turn Movement Data			
Assigned Mvmt		12	14	16
Mvmt Sat Flow, veh/h		1525	1525	0

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

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	228	0	0	413	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	0	0	1727	0	0	0	0
Q Serve Time (g_s), s	16.2	0.0	0.0	25.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	16.2	0.0	0.0	25.3	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	48.4	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.85	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	251	0	0	568	0	0	0	0
V/C Ratio (X)	0.91	0.00	0.00	0.73	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	358	0	0	568	0	0	0	0
Upstream Filter (I)	0.71	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	40.6	0.0	0.0	35.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	15.7	0.0	0.0	4.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	56.2	0.0	0.0	40.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	5.5	0.0	0.0	10.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	1.1	0.0	0.0	0.7	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	6.6	0.0	0.0	11.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.09	0.00	0.00	0.33	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	783	0	0	0	693	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	9.8	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	9.8	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1379	0	0	0	2151	0	0
V/C Ratio (X)	0.00	0.57	0.00	0.00	0.00	0.32	0.00	0.00
Avail Cap (c_a), veh/h	0	1379	0	0	0	2151	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.71	0.00	0.00
Uniform Delay (d1), s/veh	0.0	7.9	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.7	0.0	0.0	0.0	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
Control Delay (d), s/veh	0.0	9.6	0.0	0.0	0.0	0.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.7	0.0	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		T+R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	252	0	488	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1525	0	1525	0	0	0	0
Q Serve Time (g_s), s	0.0	14.2	0.0	37.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	14.2	0.0	37.9	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	615	0	502	0	0	0	0
V/C Ratio (X)	0.00	0.41	0.00	0.97	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	615	0	502	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	25.6	0.0	39.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.0	0.0	32.9	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	27.6	0.0	72.6	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.1	0.0	14.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	4.6	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.5	0.0	18.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.10	0.00	0.55	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	27.8
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	965	538	274	545	0	0	0	0	308	6	131
Future Volume (veh/h)	0	965	538	274	545	0	0	0	0	308	6	131
Number	7	4	14	3	8	18				1	6	16
Initial Q, veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1800	1800	1600	1800	0				1800	1800	2500
Adj Flow Rate, veh/h	0	965	0	274	545	0				308	6	131
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	1073		349	1713	0				618	0	764
HCM Platoon Ratio	1.00	2.00	2.00	2.00	1.00	1.00				1.00	1.00	1.00
Prop Arrive On Green	0.00	0.63	0.00	0.24	0.50	0.00				0.36	0.36	0.36
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	15.0	0.0	32.0	9.7	0.0				19.1	0.0	14.7
Ln Grp LOS	A	B		C	A	A				B	A	B
Approach Vol, veh/h		965			819						439	
Approach Delay, s/veh		15.0			17.2						17.7	
Approach LOS		B			B						B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	6		3	4				8
Case No	9.0		2.0	7.0				4.0
Phs Duration (G+Y+Rc), s	27.9		12.2	24.9				37.1
Change Period (Y+Rc), s	4.5		4.5	4.5				4.5
Max Green (Gmax), s	20.5		8.5	22.5				35.5
Max Allow Headway (MAH), s	3.9		3.8	5.2				5.2
Max Q Clear (g_c+I1), s	11.1		7.6	17.7				8.1
Green Ext Time (g_e), s	1.0		0.1	2.7				3.9
Prob of Phs Call (p_c)	1.00		0.99	1.00				1.00
Prob of Max Out (p_x)	0.00		1.00	1.00				0.00

Left-Turn Movement Data			
Assigned Mvmt	1	3	7
Mvmt Sat Flow, veh/h	1714	2956	0

Through Movement Data			
Assigned Mvmt	6	4	8
Mvmt Sat Flow, veh/h	0	3510	3510

Right-Turn Movement Data			
Assigned Mvmt	16	14	18
Mvmt Sat Flow, veh/h	2119	1525	0

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

Lanes in Grp	1	0	2	0	0	0	0	0
Grp Vol (v), veh/h	308	0	274	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1714	0	1478	0	0	0	0	0
Q Serve Time (g_s), s	9.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	9.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1714	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	20.4	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	618	0	349	0	0	0	0	0
V/C Ratio (X)	0.50	0.00	0.78	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	618	0	387	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.84	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	16.2	0.0	24.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.9	0.0	7.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	19.1	0.0	32.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	3.3	0.0	1.7	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.5	0.0	0.4	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	3.7	0.0	2.1	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.29	0.00	0.13	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	6	0	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	2
Grp Vol (v), veh/h	0	0	0	965	0	0	0	545
Grp Sat Flow (s), veh/h/ln	0	0	0	1710	0	0	0	1710
Q Serve Time (g_s), s	0.0	0.0	0.0	15.7	0.0	0.0	0.0	6.1
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	15.7	0.0	0.0	0.0	6.1
Lane Grp Cap (c), veh/h	0	0	0	1073	0	0	0	1713
V/C Ratio (X)	0.00	0.00	0.00	0.90	0.00	0.00	0.00	0.32
Avail Cap (c_a), veh/h	0	0	0	1184	0	0	0	1868
Upstream Filter (I)	0.00	0.00	0.00	0.38	0.00	0.00	0.00	0.84
Uniform Delay (d1), s/veh	0.0	0.0	0.0	11.2	0.0	0.0	0.0	9.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	3.8	0.0	0.0	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	15.0	0.0	0.0	0.0	9.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	2.9	0.0	0.0	0.0	2.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	3.5	0.0	0.0	0.0	2.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	16	0	0	14	0	0	0	18
Lane Assignment	R			R				
Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	131	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	2119	0	0	1525	0	0	0	0
Q Serve Time (g_s), s	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	764	0	0	478	0	0	0	0
V/C Ratio (X)	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	764	0	0	528	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	14.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	14.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	16.3
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	1026	0	0	600	249	218	0	478	0	0	0
Future Volume (veh/h)	230	1026	0	0	600	249	218	0	478	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	0	0	1800	1800	1600	1800	1900			
Adj Flow Rate, veh/h	230	1026	0	0	600	249	218	0	478			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Opposing Right Turn Influence	Yes			No			Yes					
Cap, veh/h	267	1434	0	0	1004	312	1465	0	1548			
HCM Platoon Ratio	1.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Prop Arrive On Green	0.17	0.84	0.00	0.00	0.41	0.41	0.48	0.00	0.48			
Unsig. Movement Delay												
Ln Grp Delay, s/veh	41.9	5.5	0.0	0.0	24.3	32.9	13.1	0.0	14.4			
Ln Grp LOS	D	A	A	A	C	C	B	A	B			
Approach Vol, veh/h		1256			849			696				
Approach Delay, s/veh		12.2			26.8			14.0				
Approach LOS		B			C			B				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Case No		9.0		4.0			2.0	7.0
Phs Duration (G+Y+Rc), s		47.8		42.2			19.4	22.9
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5
Max Green (Gmax), s		27.5		53.5			24.5	24.5
Max Allow Headway (MAH), s		4.0		5.2			3.8	4.9
Max Q Clear (g_c+I1), s		10.1		12.9			14.4	14.9
Green Ext Time (g_e), s		2.6		9.4			0.5	3.5
Prob of Phs Call (p_c)		1.00		1.00			1.00	1.00
Prob of Max Out (p_x)		0.01		0.02			0.01	0.43

Left-Turn Movement Data								
Assigned Mvmt		5					7	3
Mvmt Sat Flow, veh/h		3048					1619	0

Through Movement Data								
Assigned Mvmt		2		4				8
Mvmt Sat Flow, veh/h		0		3510				5076

Right-Turn Movement Data								
Assigned Mvmt		12		14				18
Mvmt Sat Flow, veh/h		3220		0				1525

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

Lanes in Grp	0	2	0	0	0	0	1	0
Grp Vol (v), veh/h	0	218	0	0	0	0	230	0
Grp Sat Flow (s), veh/h/ln	0	1524	0	0	0	0	1619	0
Q Serve Time (g_s), s	0.0	3.6	0.0	0.0	0.0	0.0	12.4	0.0
Cycle Q Clear Time (g_c), s	0.0	3.6	0.0	0.0	0.0	0.0	12.4	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1524	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.4
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	1465	0	0	0	0	267	0
V/C Ratio (X)	0.00	0.15	0.00	0.00	0.00	0.00	0.86	0.00
Avail Cap (c_a), veh/h	0	1465	0	0	0	0	441	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.56	0.00
Uniform Delay (d1), s/veh	0.0	13.1	0.0	0.0	0.0	0.0	36.6	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	5.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.1	0.0	0.0	0.0	0.0	41.9	0.0
1st-Term Q (Q1), veh/ln	0.0	1.2	0.0	0.0	0.0	0.0	4.8	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.2	0.0	0.0	0.0	0.0	5.2	0.0
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.00	0.00	0.00	0.33	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	3
Grp Vol (v), veh/h	0	0	0	1026	0	0	0	600
Grp Sat Flow (s), veh/h/ln	0	0	0	1710	0	0	0	1638
Q Serve Time (g_s), s	0.0	0.0	0.0	10.9	0.0	0.0	0.0	8.6
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	10.9	0.0	0.0	0.0	8.6
Lane Grp Cap (c), veh/h	0	0	0	1434	0	0	0	1004
V/C Ratio (X)	0.00	0.00	0.00	0.72	0.00	0.00	0.00	0.60
Avail Cap (c_a), veh/h	0	0	0	2033	0	0	0	1338
Upstream Filter (I)	0.00	0.00	0.00	0.56	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	5.1	0.0	0.0	0.0	23.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	5.5	0.0	0.0	0.0	24.3
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	1.8	0.0	0.0	0.0	2.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	1.9	0.0	0.0	0.0	2.8
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment		R						R
Lanes in Grp	0	2	0	0	0	0	0	1
Grp Vol (v), veh/h	0	478	0	0	0	0	0	249
Grp Sat Flow (s), veh/h/ln	0	1610	0	0	0	0	0	1525
Q Serve Time (g_s), s	0.0	8.1	0.0	0.0	0.0	0.0	0.0	12.9
Cycle Q Clear Time (g_c), s	0.0	8.1	0.0	0.0	0.0	0.0	0.0	12.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	1548	0	0	0	0	0	312
V/C Ratio (X)	0.00	0.31	0.00	0.00	0.00	0.00	0.00	0.80
Avail Cap (c_a), veh/h	0	1548	0	0	0	0	0	415
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	14.2	0.0	0.0	0.0	0.0	0.0	25.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.0	0.0	7.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.4	0.0	0.0	0.0	0.0	0.0	32.9
1st-Term Q (Q1), veh/ln	0.0	2.8	0.0	0.0	0.0	0.0	0.0	3.6
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.9	0.0	0.0	0.0	0.0	0.0	4.3
%ile Storage Ratio (RQ%)	0.00	0.13	0.00	0.00	0.00	0.00	0.00	0.48
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	157	764	85	127	339	133	29	48	268	162	321	123
Future Volume (veh/h)	157	764	85	127	339	133	29	48	268	162	321	123
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1900
Adj Flow Rate, veh/h	157	764	85	127	339	133	29	48	268	162	321	123
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	189	842	375	156	409	347	52	553	469	198	954	359
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.22	0.49	0.49	0.18	0.45	0.23	0.03	0.31	0.31	0.12	0.39	0.39
Unsig. Movement Delay												
Ln Grp Delay, s/veh	42.8	27.0	15.2	41.3	26.3	24.9	45.0	18.8	26.8	51.7	17.3	17.5
Ln Grp LOS	D	C	B	D	C	C	D	B	C	D	B	B
Approach Vol, veh/h		1006			599			345			606	
Approach Delay, s/veh		28.5			29.2			27.2			26.5	
Approach LOS		C			C			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	13.2	27.5	11.3	23.0	6.8	33.9	12.8	21.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	9.7	19.3	8.6	19.4	5.4	23.6	9.5	18.5
Max Allow Headway (MAH), s	3.8	4.2	3.8	5.1	3.8	5.3	3.8	4.9
Max Q Clear (g_c+I1), s	8.9	13.1	7.3	17.4	3.3	9.1	8.6	14.4
Green Ext Time (g_e), s	0.0	0.6	0.0	1.1	0.0	2.3	0.0	1.0
Prob of Phs Call (p_c)	0.97	1.00	0.93	1.00	0.45	1.00	0.96	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1714	1714	1714	1714

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	1800	3420	2431	1800

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1525	1525	914	1525

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	162	0	127	0	29	0	157	0
Grp Sat Flow (s), veh/h/ln	1714	0	1714	0	1714	0	1714	0
Q Serve Time (g_s), s	6.9	0.0	5.3	0.0	1.3	0.0	6.6	0.0
Cycle Q Clear Time (g_c), s	6.9	0.0	5.3	0.0	1.3	0.0	6.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	198	0	156	0	52	0	189	0
V/C Ratio (X)	0.82	0.00	0.81	0.00	0.56	0.00	0.83	0.00
Avail Cap (c_a), veh/h	222	0	197	0	123	0	217	0
Upstream Filter (I)	1.00	0.00	0.58	0.00	1.00	0.00	0.64	0.00
Uniform Delay (d1), s/veh	32.4	0.0	30.0	0.0	35.9	0.0	28.6	0.0
Incr Delay (d2), s/veh	19.3	0.0	11.3	0.0	9.1	0.0	14.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	51.7	0.0	41.3	0.0	45.0	0.0	42.8	0.0
1st-Term Q (Q1), veh/ln	2.8	0.0	2.0	0.0	0.5	0.0	2.3	0.0
2nd-Term Q (Q2), veh/ln	1.1	0.0	0.5	0.0	0.1	0.0	0.7	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	3.8	0.0	2.5	0.0	0.6	0.0	3.1	0.0
%ile Storage Ratio (RQ%)	0.96	0.00	0.10	0.00	0.07	0.00	0.30	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	2	0	1	0	1
Grp Vol (v), veh/h	0	48	0	764	0	224	0	339
Grp Sat Flow (s), veh/h/ln	0	1800	0	1710	0	1710	0	1800
Q Serve Time (g_s), s	0.0	1.4	0.0	15.4	0.0	6.9	0.0	12.4
Cycle Q Clear Time (g_c), s	0.0	1.4	0.0	15.4	0.0	6.9	0.0	12.4
Lane Grp Cap (c), veh/h	0	553	0	842	0	671	0	409
V/C Ratio (X)	0.00	0.09	0.00	0.91	0.00	0.33	0.00	0.83
Avail Cap (c_a), veh/h	0	553	0	885	0	671	0	444
Upstream Filter (I)	0.00	1.00	0.00	0.64	0.00	1.00	0.00	0.58
Uniform Delay (d1), s/veh	0.0	18.5	0.0	18.3	0.0	15.9	0.0	19.2
Incr Delay (d2), s/veh	0.0	0.3	0.0	8.7	0.0	1.3	0.0	7.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	18.8	0.0	27.0	0.0	17.3	0.0	26.3
1st-Term Q (Q1), veh/ln	0.0	0.6	0.0	3.9	0.0	2.5	0.0	3.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	1.0	0.0	0.2	0.0	0.8

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.0	4.9	0.0	2.8	0.0	4.5
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.06	0.00	0.47	0.00	0.18
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	268	0	85	0	220	0	133
Grp Sat Flow (s), veh/h/ln	0	1525	0	1525	0	1635	0	1525
Q Serve Time (g_s), s	0.0	11.1	0.0	2.4	0.0	7.1	0.0	5.5
Cycle Q Clear Time (g_c), s	0.0	11.1	0.0	2.4	0.0	7.1	0.0	5.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.56	0.00	1.00
Lane Grp Cap (c), veh/h	0	469	0	375	0	642	0	347
V/C Ratio (X)	0.00	0.57	0.00	0.23	0.00	0.34	0.00	0.38
Avail Cap (c_a), veh/h	0	469	0	395	0	642	0	376
Upstream Filter (I)	0.00	1.00	0.00	0.64	0.00	1.00	0.00	0.58
Uniform Delay (d1), s/veh	0.0	21.8	0.0	15.0	0.0	16.0	0.0	24.5
Incr Delay (d2), s/veh	0.0	5.0	0.0	0.2	0.0	1.5	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.8	0.0	15.2	0.0	17.5	0.0	24.9
1st-Term Q (Q1), veh/ln	0.0	3.7	0.0	0.8	0.0	2.5	0.0	1.9
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.0	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.4	0.0	0.8	0.0	2.7	0.0	2.0
%ile Storage Ratio (RQ%)	0.00	0.24	0.00	0.01	0.00	0.47	0.00	0.08
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		28.0						
HCM 6th LOS		C						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	454	527	164	35	347	174	80	471	54	255	23	177
Future Volume (veh/h)	454	527	164	35	347	174	80	471	54	255	23	177
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1600	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1900
Adj Flow Rate, veh/h	454	527	164	35	347	174	80	471	54	255	23	177
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	480	617	523	56	384	325	372	876	391	289	85	652
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.32	0.69	0.69	0.06	0.43	0.21	0.26	0.26	0.26	0.17	0.47	0.47
Unsig. Movement Delay												
Ln Grp Delay, s/veh	50.5	19.5	10.1	52.7	45.3	32.8	28.1	31.2	26.5	59.6	0.0	15.2
Ln Grp LOS	D	B	B	D	D	C	C	C	C	E	A	B
Approach Vol, veh/h		1145			556			605			455	
Approach Delay, s/veh		30.4			41.9			30.4			40.0	
Approach LOS		C			D			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Case No	2.0	5.3	2.0	3.0		4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	19.7	27.6	7.4	35.4		47.2	19.1	23.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Max Green (Gmax), s	16.5	19.0	5.0	31.5		40.0	14.6	21.9
Max Allow Headway (MAH), s	3.8	5.0	3.8	5.0		5.5	3.8	4.8
Max Q Clear (g_c+I1), s	15.1	12.7	3.8	22.0		9.0	15.5	18.2
Green Ext Time (g_e), s	0.1	1.9	0.0	2.8		1.3	0.0	1.0
Prob of Phs Call (p_c)	1.00	1.00	0.58	1.00		1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.41		0.00	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1	5	3				7	
Mvmt Sat Flow, veh/h	1714	1138	1714				2956	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3420		1800		179		1800

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1525		1525		1374		1525

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

Lanes in Grp	1	1	1	0	0	0	2	0
Grp Vol (v), veh/h	255	80	35	0	0	0	454	0
Grp Sat Flow (s), veh/h/ln	1714	1138	1714	0	0	0	1478	0
Q Serve Time (g_s), s	13.1	5.1	1.8	0.0	0.0	0.0	13.5	0.0
Cycle Q Clear Time (g_c), s	13.1	5.1	1.8	0.0	0.0	0.0	13.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1138	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	23.1	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	23.1	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	5.1	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	289	372	56	0	0	0	480	0
V/C Ratio (X)	0.88	0.22	0.63	0.00	0.00	0.00	0.95	0.00
Avail Cap (c_a), veh/h	314	372	95	0	0	0	480	0
Upstream Filter (I)	1.00	1.00	1.00	0.00	0.00	0.00	0.62	0.00
Uniform Delay (d1), s/veh	36.5	26.8	41.6	0.0	0.0	0.0	30.0	0.0
Incr Delay (d2), s/veh	23.0	1.3	11.2	0.0	0.0	0.0	20.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	59.6	28.1	52.7	0.0	0.0	0.0	50.5	0.0
1st-Term Q (Q1), veh/ln	5.4	1.4	0.7	0.0	0.0	0.0	3.8	0.0
2nd-Term Q (Q2), veh/ln	1.8	0.1	0.2	0.0	0.0	0.0	1.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	7.2	1.5	0.9	0.0	0.0	0.0	5.1	0.0
%ile Storage Ratio (RQ%)	0.87	0.25	0.01	0.00	0.00	0.00	0.43	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T				T
Lanes in Grp	0	2	0	1	0	0	0	1
Grp Vol (v), veh/h	0	471	0	527	0	0	0	347
Grp Sat Flow (s), veh/h/ln	0	1710	0	1800	0	0	0	1800
Q Serve Time (g_s), s	0.0	10.7	0.0	20.0	0.0	0.0	0.0	16.2
Cycle Q Clear Time (g_c), s	0.0	10.7	0.0	20.0	0.0	0.0	0.0	16.2
Lane Grp Cap (c), veh/h	0	876	0	617	0	0	0	384
V/C Ratio (X)	0.00	0.54	0.00	0.85	0.00	0.00	0.00	0.90
Avail Cap (c_a), veh/h	0	876	0	630	0	0	0	438
Upstream Filter (I)	0.00	1.00	0.00	0.62	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	28.9	0.0	12.4	0.0	0.0	0.0	25.0
Incr Delay (d2), s/veh	0.0	2.4	0.0	7.1	0.0	0.0	0.0	20.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	31.2	0.0	19.5	0.0	0.0	0.0	45.3
1st-Term Q (Q1), veh/ln	0.0	4.3	0.0	4.0	0.0	0.0	0.0	4.9
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	1.2	0.0	0.0	0.0	2.2

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.6	0.0	5.2	0.0	0.0	0.0	7.1
%ile Storage Ratio (RQ%)	0.00	0.41	0.00	0.21	0.00	0.00	0.00	0.08
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	54	0	164	0	200	0	174
Grp Sat Flow (s), veh/h/ln	0	1525	0	1525	0	1553	0	1525
Q Serve Time (g_s), s	0.0	2.5	0.0	3.9	0.0	7.0	0.0	9.1
Cycle Q Clear Time (g_c), s	0.0	2.5	0.0	3.9	0.0	7.0	0.0	9.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.88	0.00	1.00
Lane Grp Cap (c), veh/h	0	391	0	523	0	737	0	325
V/C Ratio (X)	0.00	0.14	0.00	0.31	0.00	0.27	0.00	0.54
Avail Cap (c_a), veh/h	0	391	0	534	0	737	0	371
Upstream Filter (I)	0.00	1.00	0.00	0.62	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	25.8	0.0	9.9	0.0	14.3	0.0	31.5
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.2	0.0	0.9	0.0	1.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.5	0.0	10.1	0.0	15.2	0.0	32.8
1st-Term Q (Q1), veh/ln	0.0	0.9	0.0	1.1	0.0	2.4	0.0	3.3
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.0	0.0	1.2	0.0	2.5	0.0	3.4
%ile Storage Ratio (RQ%)	0.00	0.34	0.00	0.05	0.00	0.31	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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)	0	0	0	233	3	133	600	565	0	0	558	711
Future Volume (veh/h)	0	0	0	233	3	133	600	565	0	0	558	711
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1700	1800	1800	1700	1800	0	0	1800	1900
Adj Flow Rate, veh/h				245	3	140	632	595	0	0	587	748
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				277	3	249	641	2634	0	0	1675	549
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.66
Prop Arrive On Green				0.16	0.16	0.16	0.79	1.00	0.00	0.00	0.68	0.57
Unsig. Movement Delay												
Ln Grp Delay, s/veh				75.3	0.0	49.0	32.3	0.1	0.0	0.0	14.1	200.9
Ln Grp LOS				E	A	D	C	A	A	A	B	F
Approach Vol, veh/h					388			1227			1335	
Approach Delay, s/veh					65.8			16.7			118.7	
Approach LOS					E			B			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		96.4	23.6		51.5	44.9		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		91.5	19.5		48.5	38.5		
Max Allow Headway (MAH), s		5.2	4.9		3.8	4.5		
Max Q Clear (g_c+I1), s		2.0	19.0		46.5	42.9		
Green Ext Time (g_e), s		4.8	0.1		0.6	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	1.00		1.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			1695		1619	0		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3510	21			5076		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1525			1610		

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

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	248	0	632	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1715	0	1619	0	0	0
Q Serve Time (g_s), s	0.0	0.0	17.0	0.0	44.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	17.0	0.0	44.5	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	40.9	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.99	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	280	0	641	0	0	0
V/C Ratio (X)	0.00	0.00	0.89	0.00	0.99	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	286	0	661	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.46	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	49.1	0.0	12.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	26.2	0.0	20.1	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	75.3	0.0	32.3	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	7.3	0.0	4.3	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	2.0	0.0	3.6	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	9.3	0.0	7.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.19	0.00	0.72	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	3	0	0
Grp Vol (v), veh/h	0	595	0	0	0	587	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	0	0	1638	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2634	0	0	0	1675	0	0
V/C Ratio (X)	0.00	0.23	0.00	0.00	0.00	0.35	0.00	0.00
Avail Cap (c_a), veh/h	0	2634	0	0	0	1675	0	0
Upstream Filter (I)	0.00	0.46	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	13.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.1	0.0	0.0	0.0	14.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	140	0	0	748	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1525	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	10.1	0.0	0.0	40.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	10.1	0.0	0.0	40.9	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	249	0	0	549	0	0
V/C Ratio (X)	0.00	0.00	0.56	0.00	0.00	1.36	0.00	0.00
Avail Cap (c_a), veh/h	0	0	254	0	0	549	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	46.3	0.0	0.0	26.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	2.7	0.0	0.0	174.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	49.0	0.0	0.0	200.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	3.9	0.0	0.0	12.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.2	0.0	0.0	26.7	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	4.0	0.0	0.0	38.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.08	0.00	0.00	0.84	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	49.8	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	69.3
HCM 6th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	556	4	498	0	0	0	0	679	300	77	506	0
Future Volume (veh/h)	556	4	498	0	0	0	0	679	300	77	506	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800				0	1800	1800	1700	1800	0
Adj Flow Rate, veh/h	585	4	524				0	715	316	81	533	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	557	4	499				0	867	269	97	933	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	1.00	1.00
Prop Arrive On Green	0.65	0.65	0.65				0.00	0.35	0.35	0.12	0.27	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	60.7	0.0	0.0				0.0	42.9	146.2	89.4	36.9	0.0
Ln Grp LOS	F	A	A				A	D	F	F	D	A
Approach Vol, veh/h		1113						1031			614	
Approach Delay, s/veh		60.7						74.5			43.8	
Approach LOS		E						E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		12.0		4.0		
Phs Duration (G+Y+Rc), s	10.6	23.4		76.0		34.0		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	6.1	18.9		71.5		29.5		
Max Allow Headway (MAH), s	3.7	4.6		5.4		4.9		
Max Q Clear (g_c+I1), s	7.4	21.4		74.0		16.8		
Green Ext Time (g_e), s	0.0	0.0		0.0		2.6		
Prob of Phs Call (p_c)	0.92	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	1619	0		852				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5076		6		3510		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1525		763		0		

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

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	81	0	0	1113	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	0	0	1620	0	0	0	0
Q Serve Time (g_s), s	5.4	0.0	0.0	72.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	5.4	0.0	0.0	72.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	19.4	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.53	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	97	0	0	1060	0	0	0	0
V/C Ratio (X)	0.83	0.00	0.00	1.05	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	97	0	0	1060	0	0	0	0
Upstream Filter (I)	0.94	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	47.9	0.0	0.0	19.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	41.5	0.0	0.0	41.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	89.4	0.0	0.0	60.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	2.0	0.0	0.0	23.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	1.1	0.0	0.0	12.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	3.1	0.0	0.0	35.8	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.28	0.00	0.00	0.61	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	13.1	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	3	0	0	0	2	0	0
Grp Vol (v), veh/h	0	715	0	0	0	533	0	0
Grp Sat Flow (s), veh/h/ln	0	1638	0	0	0	1710	0	0
Q Serve Time (g_s), s	0.0	14.6	0.0	0.0	0.0	14.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	14.6	0.0	0.0	0.0	14.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	867	0	0	0	933	0	0
V/C Ratio (X)	0.00	0.83	0.00	0.00	0.00	0.57	0.00	0.00
Avail Cap (c_a), veh/h	0	867	0	0	0	933	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.94	0.00	0.00
Uniform Delay (d1), s/veh	0.0	34.1	0.0	0.0	0.0	34.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	8.8	0.0	0.0	0.0	2.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	42.9	0.0	0.0	0.0	36.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.6	0.0	0.0	0.0	5.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.3	0.0	0.0	0.0	6.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.17	0.00	0.00	0.00	0.57	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	316	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1525	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	19.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	19.4	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.47	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	269	0	0	0	0	0	0
V/C Ratio (X)	0.00	1.17	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	269	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	35.6	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	110.6	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	146.2	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	13.6	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.43	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	11.7	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		62.1						
HCM 6th LOS		E						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	237	48	401	674	118	52	181	222	179	459	54
Future Volume (veh/h)	20	237	48	401	674	118	52	181	222	179	459	54
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	20	242	49	409	688	120	53	185	227	183	469	55
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	44	348	69	432	1053	183	75	1026	449	216	1193	139
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.12	0.12	0.27	0.36	0.36	0.05	0.30	0.29	0.13	0.39	0.38
Unsig. Movement Delay												
Ln Grp Delay, s/veh	50.1	41.8	42.4	59.4	25.5	25.6	53.7	23.7	30.3	63.8	21.7	21.7
Ln Grp LOS	D	D	D	E	C	C	D	C	C	E	C	C
Approach Vol, veh/h		311			1217			465			707	
Approach Delay, s/veh		42.6			36.9			30.3			32.6	
Approach LOS		D			D			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	16.0	31.0	28.0	15.0	8.2	38.8	6.5	36.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	11.5	19.0	23.5	18.0	6.4	24.1	5.0	36.5
Max Allow Headway (MAH), s	3.8	4.6	3.8	5.3	3.8	5.3	3.8	5.3
Max Q Clear (g_c+I1), s	11.9	13.1	24.3	9.5	4.9	12.0	3.1	19.8
Green Ext Time (g_e), s	0.0	1.0	0.0	1.0	0.0	2.5	0.0	4.8
Prob of Phs Call (p_c)	0.99	1.00	1.00	1.00	0.73	1.00	0.39	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.28	1.00	0.00	1.00	0.19

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1619	1619	1619	1619

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3420	2842	3085	2911

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1525	566	360	507

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	183	0	409	0	53	0	20	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	9.9	0.0	22.3	0.0	2.9	0.0	1.1	0.0
Cycle Q Clear Time (g_c), s	9.9	0.0	22.3	0.0	2.9	0.0	1.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	216	0	432	0	75	0	44	0
V/C Ratio (X)	0.85	0.00	0.95	0.00	0.71	0.00	0.45	0.00
Avail Cap (c_a), veh/h	216	0	432	0	124	0	99	0
Upstream Filter (I)	1.00	0.00	0.84	0.00	0.99	0.00	1.00	0.00
Uniform Delay (d1), s/veh	38.1	0.0	32.4	0.0	42.3	0.0	43.1	0.0
Incr Delay (d2), s/veh	25.7	0.0	27.0	0.0	11.4	0.0	7.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	63.8	0.0	59.4	0.0	53.7	0.0	50.1	0.0
1st-Term Q (Q1), veh/ln	3.9	0.0	8.4	0.0	1.1	0.0	0.4	0.0
2nd-Term Q (Q2), veh/ln	1.5	0.0	3.2	0.0	0.2	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	5.4	0.0	11.7	0.0	1.4	0.0	0.5	0.0
%ile Storage Ratio (RQ%)	0.08	0.00	0.11	0.00	0.07	0.00	0.01	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	1	0	1
Grp Vol (v), veh/h	0	185	0	144	0	259	0	404
Grp Sat Flow (s), veh/h/ln	0	1710	0	1710	0	1710	0	1710
Q Serve Time (g_s), s	0.0	3.6	0.0	7.3	0.0	9.9	0.0	17.8
Cycle Q Clear Time (g_c), s	0.0	3.6	0.0	7.3	0.0	9.9	0.0	17.8
Lane Grp Cap (c), veh/h	0	1026	0	209	0	662	0	618
V/C Ratio (X)	0.00	0.18	0.00	0.69	0.00	0.39	0.00	0.65
Avail Cap (c_a), veh/h	0	1026	0	352	0	662	0	703
Upstream Filter (I)	0.00	0.99	0.00	1.00	0.00	1.00	0.00	0.84
Uniform Delay (d1), s/veh	0.0	23.3	0.0	37.8	0.0	19.9	0.0	24.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	4.0	0.0	1.7	0.0	1.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.7	0.0	41.8	0.0	21.7	0.0	25.5
1st-Term Q (Q1), veh/ln	0.0	1.4	0.0	3.0	0.0	3.8	0.0	6.9
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.2	0.0	0.3	0.0	0.3

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.5	0.0	3.2	0.0	4.1	0.0	7.2
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.04	0.00	0.06	0.00	0.07
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	227	0	147	0	265	0	404
Grp Sat Flow (s), veh/h/ln	0	1525	0	1698	0	1735	0	1709
Q Serve Time (g_s), s	0.0	11.1	0.0	7.5	0.0	10.0	0.0	17.8
Cycle Q Clear Time (g_c), s	0.0	11.1	0.0	7.5	0.0	10.0	0.0	17.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.33	0.00	0.21	0.00	0.30
Lane Grp Cap (c), veh/h	0	449	0	208	0	671	0	618
V/C Ratio (X)	0.00	0.51	0.00	0.71	0.00	0.39	0.00	0.65
Avail Cap (c_a), veh/h	0	449	0	349	0	671	0	702
Upstream Filter (I)	0.00	0.99	0.00	1.00	0.00	1.00	0.00	0.84
Uniform Delay (d1), s/veh	0.0	26.3	0.0	38.0	0.0	20.0	0.0	24.1
Incr Delay (d2), s/veh	0.0	4.0	0.0	4.4	0.0	1.7	0.0	1.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	30.3	0.0	42.4	0.0	21.7	0.0	25.6
1st-Term Q (Q1), veh/ln	0.0	3.9	0.0	3.1	0.0	3.9	0.0	6.9
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.3	0.0	0.3	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.4	0.0	3.3	0.0	4.2	0.0	7.2
%ile Storage Ratio (RQ%)	0.00	0.22	0.00	0.04	0.00	0.07	0.00	0.07
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	35.3
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	3	234	5	5	36	180	305	5	17	690	227
Future Volume (veh/h)	108	3	234	5	5	36	180	305	5	17	690	227
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	102	3	0	5	5	34	171	289	5	16	654	215
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	193	301		103	46	67	214	2227	38	41	1368	449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.17	0.00	0.05	0.05	0.04	0.13	0.65	0.64	0.03	0.54	0.53
Unsig. Movement Delay												
Ln Grp Delay, s/veh	36.2	26.1	0.0	34.3	0.0	40.9	50.3	5.3	5.3	40.1	11.9	12.1
Ln Grp LOS	D	C		C	A	D	D	A	A	D	B	B
Approach Vol, veh/h		105			44			465			885	
Approach Delay, s/veh		35.9			39.4			21.9			12.5	
Approach LOS		D			D			C			B	

Timer:		1	2	3	4	5	6	7	8
Assigned Phs		1	2		4	5	6	7	8
Case No		2.0	4.0		3.0	2.0	4.0	2.0	8.3
Phs Duration (G+Y+Rc), s		5.9	52.6		16.5	13.9	44.6	8.9	7.6
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s		5.0	28.9		27.6	9.5	24.4	5.1	18.0
Max Allow Headway (MAH), s		3.8	5.2		5.2	3.8	5.3	3.8	5.5
Max Q Clear (g_c+I1), s		2.7	4.4		2.1	9.7	14.1	4.5	3.8
Green Ext Time (g_e), s		0.0	1.7		0.0	0.0	4.1	0.0	0.1
Prob of Phs Call (p_c)		0.28	1.00		0.96	0.97	1.00	0.88	0.62
Prob of Max Out (p_x)		1.00	0.00		0.00	1.00	0.00	1.00	0.00

Left-Turn Movement Data									
Assigned Mvmt		1				5		7	3
Mvmt Sat Flow, veh/h		1619				1619		2956	642

Through Movement Data									
Assigned Mvmt			2		4		6		8
Mvmt Sat Flow, veh/h			3440		1800		2529		951

Right-Turn Movement Data									
Assigned Mvmt			12		14		16		18
Mvmt Sat Flow, veh/h			59		1525		831		1388

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

Lanes in Grp	1	0	0	0	1	0	2	1
Grp Vol (v), veh/h	16	0	0	0	171	0	102	10
Grp Sat Flow (s), veh/h/ln	1619	0	0	0	1619	0	1478	1593
Q Serve Time (g_s), s	0.7	0.0	0.0	0.0	7.7	0.0	2.5	0.0
Cycle Q Clear Time (g_c), s	0.7	0.0	0.0	0.0	7.7	0.0	2.5	0.4
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	1436
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	0.50
Lane Grp Cap (c), veh/h	41	0	0	0	214	0	193	149
V/C Ratio (X)	0.39	0.00	0.00	0.00	0.80	0.00	0.53	0.07
Avail Cap (c_a), veh/h	119	0	0	0	216	0	221	456
Upstream Filter (I)	0.71	0.00	0.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d1), s/veh	36.0	0.0	0.0	0.0	31.6	0.0	33.9	34.2
Incr Delay (d2), s/veh	4.1	0.0	0.0	0.0	18.7	0.0	2.2	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	40.1	0.0	0.0	0.0	50.3	0.0	36.2	34.3
1st-Term Q (Q1), veh/ln	0.3	0.0	0.0	0.0	2.9	0.0	0.9	0.2
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	1.1	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.3	0.0	0.0	0.0	4.0	0.0	0.9	0.2
%ile Storage Ratio (RQ%)	0.02	0.00	0.00	0.00	0.02	0.00	0.02	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	143	0	3	0	442	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	1800	0	1710	0	0
Q Serve Time (g_s), s	0.0	2.4	0.0	0.1	0.0	12.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.4	0.0	0.1	0.0	12.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1107	0	301	0	925	0	0
V/C Ratio (X)	0.00	0.13	0.00	0.01	0.00	0.48	0.00	0.00
Avail Cap (c_a), veh/h	0	1107	0	674	0	925	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.71	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.1	0.0	26.1	0.0	10.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	1.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.3	0.0	26.1	0.0	11.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.7	0.0	0.0	0.0	4.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.8	0.0	0.0	0.0	4.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.22	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	151	0	0	0	427	0	34
Grp Sat Flow (s), veh/h/ln	0	1789	0	1525	0	1650	0	1388
Q Serve Time (g_s), s	0.0	2.4	0.0	0.0	0.0	12.1	0.0	1.8
Cycle Q Clear Time (g_c), s	0.0	2.4	0.0	0.0	0.0	12.1	0.0	1.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.03	0.00	1.00	0.00	0.50	0.00	1.00
Lane Grp Cap (c), veh/h	0	1158	0	255	0	893	0	67
V/C Ratio (X)	0.00	0.13	0.00	0.00	0.00	0.48	0.00	0.51
Avail Cap (c_a), veh/h	0	1158	0	572	0	893	0	342
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.71	0.00	1.00
Uniform Delay (d1), s/veh	0.0	5.1	0.0	0.0	0.0	10.8	0.0	35.1
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	1.3	0.0	5.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.3	0.0	0.0	0.0	12.1	0.0	40.9
1st-Term Q (Q1), veh/ln	0.0	0.7	0.0	0.0	0.0	3.9	0.0	0.6
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.3	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.8	0.0	0.0	0.0	4.2	0.0	0.7
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.21	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	17.8
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	4	31	0	33	11	426	28	40	869	15
Future Volume (veh/h)	5	0	4	31	0	33	11	426	28	40	869	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	0	1800	1900	1800	1800	1700	1900	1900
Adj Flow Rate, veh/h	4	0	3	27	0	28	9	368	24	35	750	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	47	0	0	47	0	0	44	1390	1208	53	1598	28
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.01	0.00	0.01	0.03	0.00	0.00	0.79	0.79	0.79	0.03	0.86	0.85
Unsig. Movement Delay												
Ln Grp Delay, s/veh	60.1	0.0	0.0	68.3	0.0	0.0	3.7	0.0	2.7	70.3	0.0	3.0
Ln Grp LOS	E	A	A	E	A	A	A	A	A	E	A	A
Approach Vol, veh/h		7			27			401			798	
Approach Delay, s/veh		60.1			68.3			3.7			5.9	
Approach LOS		E			E			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6		
Case No	2.0	7.3	2.0	8.3		4.0		
Phs Duration (G+Y+Rc), s	7.9	99.0	7.5	5.5		107.0		
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5		
Max Green (Gmax), s	5.0	61.0	18.0	18.0		70.5		
Max Allow Headway (MAH), s	3.8	5.2	3.8	5.4		5.2		
Max Q Clear (g_c+I1), s	4.6	8.6	4.0	2.1		13.5		
Green Ext Time (g_e), s	0.0	2.7	0.0	0.0		6.9		
Prob of Phs Call (p_c)	0.69	1.00	0.59	0.21		1.00		
Prob of Max Out (p_x)	1.00	0.00	0.00	0.00		0.00		

Left-Turn Movement Data				
Assigned Mvmt	1	5	3	7
Mvmt Sat Flow, veh/h	1619	17	1619	0

Through Movement Data			
Assigned Mvmt	2	4	6
Mvmt Sat Flow, veh/h	1755	0	1862

Right-Turn Movement Data			
Assigned Mvmt	12	14	16
Mvmt Sat Flow, veh/h	1525	0	32

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

Lanes in Grp	1	1	1	1	0	0	0	0
Grp Vol (v), veh/h	35	377	27	7	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	1772	1619	0	0	0	0	0
Q Serve Time (g_s), s	2.6	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	2.6	6.6	2.0	0.1	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	715	0	1404	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	95.0	0.0	0.1	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	91.5	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	55.8	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	6.6	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.02	1.00	0.57	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	53	1434	47	47	0	0	0	0
V/C Ratio (X)	0.66	0.26	0.58	0.15	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	74	1434	250	246	0	0	0	0
Upstream Filter (I)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	57.4	3.3	57.5	58.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	13.0	0.4	10.7	1.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	70.3	3.7	68.3	60.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.0	1.9	0.8	0.2	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.2	2.1	0.9	0.2	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.13	0.13	0.02	0.02	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	24	0	0	0	763	0	0
Grp Sat Flow (s), veh/h/ln	0	1525	0	0	0	1894	0	0
Q Serve Time (g_s), s	0.0	0.4	0.0	0.0	0.0	11.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.4	0.0	0.0	0.0	11.5	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.43	0.00	0.02	0.00	0.00
Lane Grp Cap (c), veh/h	0	1208	0	0	0	1626	0	0
V/C Ratio (X)	0.00	0.02	0.00	0.00	0.00	0.47	0.00	0.00
Avail Cap (c_a), veh/h	0	1208	0	0	0	1626	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	2.6	0.0	0.0	0.0	2.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	2.7	0.0	0.0	0.0	3.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.1	0.0	0.0	0.0	2.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.0	0.0	2.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.28	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	6.9
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	4	14	12	0	0	64	462	18	5	734	116
Future Volume (veh/h)	25	4	14	12	0	0	64	462	18	5	734	116
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1900	1700	1900	1900
Adj Flow Rate, veh/h	22	4	12	11	0	0	57	409	16	4	649	103
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	102	7	21	149	0	0	79	1395	55	18	1237	196
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.04	0.04	0.04	0.04	0.00	0.00	0.05	0.81	0.81	0.01	0.77	0.77
Unsig. Movement Delay												
Ln Grp Delay, s/veh	43.4	0.0	0.0	41.5	0.0	0.0	55.9	0.0	2.6	50.6	0.0	5.3
Ln Grp LOS	D	A	A	D	A	A	E	A	A	D	A	A
Approach Vol, veh/h		38			11			482			756	
Approach Delay, s/veh		43.4			41.5			8.9			5.5	
Approach LOS		D			D			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	2.0	4.0		8.0	2.0	4.0		8.0
Phs Duration (G+Y+Rc), s	5.0	77.0		8.0	8.4	73.6		8.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green (Gmax), s	5.1	53.3		18.1	5.5	52.9		18.1
Max Allow Headway (MAH), s	3.8	5.2		5.3	3.8	5.3		5.3
Max Q Clear (g_c+I1), s	2.2	7.3		4.2	5.1	16.0		2.6
Green Ext Time (g_e), s	0.0	3.0		0.1	0.0	6.6		0.0
Prob of Phs Call (p_c)	0.10	1.00		0.71	0.76	1.00		0.71
Prob of Max Out (p_x)	1.00	0.00		0.00	1.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1619			863	1619			1546

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1721		157		1600		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		67		471		254		0

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

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	4	0	0	38	57	0	0	11
Grp Sat Flow (s), veh/h/ln	1619	0	0	1491	1619	0	0	1546
Q Serve Time (g_s), s	0.2	0.0	0.0	1.6	3.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.2	0.0	0.0	2.2	3.1	0.0	0.0	0.6
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1440	0	0	0	1419
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1749	0	0	0	1714
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	4.0	0.0	0.0	0.0	4.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	3.5	0.0	0.0	0.0	1.8
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.58	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	18	0	0	130	79	0	0	149
V/C Ratio (X)	0.23	0.00	0.00	0.29	0.72	0.00	0.00	0.07
Avail Cap (c_a), veh/h	101	0	0	365	108	0	0	367
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.99	0.00	0.00	1.00
Uniform Delay (d1), s/veh	44.1	0.0	0.0	42.1	42.2	0.0	0.0	41.3
Incr Delay (d2), s/veh	6.4	0.0	0.0	1.2	13.7	0.0	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	50.6	0.0	0.0	43.4	55.9	0.0	0.0	41.5
1st-Term Q (Q1), veh/ln	0.1	0.0	0.0	0.8	1.2	0.0	0.0	0.2
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.1	0.0	0.0	0.9	1.5	0.0	0.0	0.2
%ile Storage Ratio (RQ%)	0.01	0.00	0.00	0.10	0.01	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	425	0	0	0	752	0	0
Grp Sat Flow (s), veh/h/ln	0	1788	0	0	0	1854	0	0
Q Serve Time (g_s), s	0.0	5.3	0.0	0.0	0.0	14.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.3	0.0	0.0	0.0	14.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.04	0.00	0.32	0.00	0.14	0.00	0.00
Lane Grp Cap (c), veh/h	0	1450	0	0	0	1433	0	0
V/C Ratio (X)	0.00	0.29	0.00	0.00	0.00	0.52	0.00	0.00
Avail Cap (c_a), veh/h	0	1450	0	0	0	1433	0	0
Upstream Filter (I)	0.00	0.99	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	2.1	0.0	0.0	0.0	3.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	1.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	2.6	0.0	0.0	0.0	5.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.0	0.0	0.0	0.0	3.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.5	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.2	0.0	0.0	0.0	4.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.44	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		8.2						
HCM 6th LOS		A						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	134	32	179	373	124	120	238	82	61	428	84
Future Volume (veh/h)	48	134	32	179	373	124	120	238	82	61	428	84
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	45	127	30	170	353	117	114	225	0	58	405	80
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	79	247	57	208	579	258	152	1703		90	1310	257
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.05	0.09	0.08	0.13	0.17	0.17	0.09	0.50	0.00	0.06	0.46	0.45
Unsig. Movement Delay												
Ln Grp Delay, s/veh	38.9	32.9	33.4	42.7	27.5	26.8	47.2	9.6	0.0	38.7	12.7	12.9
Ln Grp LOS	D	C	C	D	C	C	D	A		D	B	B
Approach Vol, veh/h		202			640			339			543	
Approach Delay, s/veh		34.4			31.4			22.2			15.6	
Approach LOS		C			C			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	7.9	38.8	13.0	10.3	10.6	36.2	7.4	15.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	6.4	19.1	8.5	18.0	6.5	19.0	5.8	20.7
Max Allow Headway (MAH), s	3.8	5.2	3.8	5.3	3.8	5.3	3.8	4.9
Max Q Clear (g_c+I1), s	4.5	4.5	9.2	5.2	6.8	8.3	3.9	8.7
Green Ext Time (g_e), s	0.0	1.1	0.0	0.6	0.0	2.2	0.0	2.1
Prob of Phs Call (p_c)	0.68	1.00	0.96	1.00	0.89	1.00	0.58	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.01	1.00	0.00	1.00	0.10

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1619	1619	1619	1619

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3420	2762	2851	3420

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1525	634	558	1525

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	58	0	170	0	114	0	45	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	2.5	0.0	7.2	0.0	4.8	0.0	1.9	0.0
Cycle Q Clear Time (g_c), s	2.5	0.0	7.2	0.0	4.8	0.0	1.9	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	90	0	208	0	152	0	79	0
V/C Ratio (X)	0.65	0.00	0.82	0.00	0.75	0.00	0.57	0.00
Avail Cap (c_a), veh/h	160	0	208	0	162	0	146	0
Upstream Filter (I)	0.83	0.00	0.55	0.00	0.97	0.00	1.00	0.00
Uniform Delay (d1), s/veh	32.4	0.0	29.7	0.0	30.9	0.0	32.6	0.0
Incr Delay (d2), s/veh	6.3	0.0	13.0	0.0	16.2	0.0	6.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	38.7	0.0	42.7	0.0	47.2	0.0	38.9	0.0
1st-Term Q (Q1), veh/ln	0.9	0.0	2.7	0.0	1.8	0.0	0.7	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.8	0.0	0.7	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	1.1	0.0	3.4	0.0	2.5	0.0	0.9	0.0
%ile Storage Ratio (RQ%)	0.10	0.00	0.04	0.00	0.37	0.00	0.22	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	1	0	2
Grp Vol (v), veh/h	0	225	0	77	0	242	0	353
Grp Sat Flow (s), veh/h/ln	0	1710	0	1710	0	1710	0	1710
Q Serve Time (g_s), s	0.0	2.5	0.0	3.0	0.0	6.2	0.0	6.7
Cycle Q Clear Time (g_c), s	0.0	2.5	0.0	3.0	0.0	6.2	0.0	6.7
Lane Grp Cap (c), veh/h	0	1703	0	153	0	786	0	579
V/C Ratio (X)	0.00	0.13	0.00	0.50	0.00	0.31	0.00	0.61
Avail Cap (c_a), veh/h	0	1703	0	452	0	786	0	1036
Upstream Filter (I)	0.00	0.97	0.00	1.00	0.00	0.83	0.00	0.55
Uniform Delay (d1), s/veh	0.0	9.4	0.0	30.4	0.0	11.9	0.0	26.9
Incr Delay (d2), s/veh	0.0	0.2	0.0	2.6	0.0	0.8	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.6	0.0	32.9	0.0	12.7	0.0	27.5
1st-Term Q (Q1), veh/ln	0.0	0.8	0.0	1.2	0.0	2.1	0.0	2.6
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.9	0.0	1.3	0.0	2.3	0.0	2.7
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.01	0.00	0.02	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	80	0	243	0	117
Grp Sat Flow (s), veh/h/ln	0	1525	0	1686	0	1699	0	1525
Q Serve Time (g_s), s	0.0	0.0	0.0	3.2	0.0	6.3	0.0	4.8
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	3.2	0.0	6.3	0.0	4.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.38	0.00	0.33	0.00	1.00
Lane Grp Cap (c), veh/h	0	759	0	151	0	781	0	258
V/C Ratio (X)	0.00	0.00	0.00	0.53	0.00	0.31	0.00	0.45
Avail Cap (c_a), veh/h	0	759	0	446	0	781	0	462
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.83	0.00	0.55
Uniform Delay (d1), s/veh	0.0	0.0	0.0	30.5	0.0	12.0	0.0	26.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.8	0.0	0.9	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	33.4	0.0	12.9	0.0	26.8
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	1.2	0.0	2.2	0.0	1.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	1.4	0.0	2.4	0.0	1.7
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.01	0.00	0.02	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	25.0
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	74	44	205	289	52	82	384	112	50	455	122
Future Volume (veh/h)	74	74	44	205	289	52	82	384	112	50	455	122
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	70	70	42	194	274	49	78	364	106	47	431	116
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	96	141	78	236	443	78	106	1485	427	71	2116	551
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.00
Prop Arrive On Green	0.08	0.09	0.08	0.19	0.20	0.20	0.09	0.75	0.75	0.06	0.72	0.54
Unsig. Movement Delay												
Ln Grp Delay, s/veh	50.9	42.8	44.1	42.3	35.8	36.1	49.2	5.8	6.0	50.4	6.3	9.4
Ln Grp LOS	D	D	D	D	D	D	D	A	A	D	A	A
Approach Vol, veh/h		182			517			548			594	
Approach Delay, s/veh		46.3			38.3			12.1			10.7	
Approach LOS		D			D			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	8.0	55.0	17.1	10.0	9.9	53.0	9.3	17.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	7.5	25.0	21.5	18.0	10.5	22.0	10.5	29.0
Max Allow Headway (MAH), s	3.8	5.3	3.8	5.4	3.8	5.3	3.8	5.3
Max Q Clear (g_c+I1), s	4.6	5.9	12.3	5.1	6.2	6.6	5.8	9.9
Green Ext Time (g_e), s	0.0	2.7	0.3	0.4	0.0	3.1	0.0	1.8
Prob of Phs Call (p_c)	0.69	1.00	0.99	1.00	0.86	1.00	0.83	1.00
Prob of Max Out (p_x)	1.00	0.00	0.01	0.01	0.58	0.00	0.34	0.01

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1619	1619	1619	1619

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	2621	2120	3884	2905

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	753	1178	1010	513

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	47	0	194	0	78	0	70	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	2.6	0.0	10.3	0.0	4.2	0.0	3.8	0.0
Cycle Q Clear Time (g_c), s	2.6	0.0	10.3	0.0	4.2	0.0	3.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	71	0	236	0	106	0	96	0
V/C Ratio (X)	0.66	0.00	0.82	0.00	0.74	0.00	0.73	0.00
Avail Cap (c_a), veh/h	144	0	396	0	198	0	198	0
Upstream Filter (I)	0.86	0.00	1.00	0.00	0.93	0.00	1.00	0.00
Uniform Delay (d1), s/veh	41.7	0.0	35.2	0.0	40.3	0.0	40.7	0.0
Incr Delay (d2), s/veh	8.7	0.0	7.1	0.0	8.9	0.0	10.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	50.4	0.0	42.3	0.0	49.2	0.0	50.9	0.0
1st-Term Q (Q1), veh/ln	1.0	0.0	3.8	0.0	1.6	0.0	1.5	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.5	0.0	0.3	0.0	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	1.2	0.0	4.3	0.0	1.9	0.0	1.7	0.0
%ile Storage Ratio (RQ%)	0.16	0.00	0.03	0.00	0.24	0.00	0.20	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	236	0	55	0	361	0	160
Grp Sat Flow (s), veh/h/ln	0	1710	0	1710	0	1638	0	1710
Q Serve Time (g_s), s	0.0	3.7	0.0	2.8	0.0	3.2	0.0	7.7
Cycle Q Clear Time (g_c), s	0.0	3.7	0.0	2.8	0.0	3.2	0.0	7.7
Lane Grp Cap (c), veh/h	0	969	0	114	0	1785	0	261
V/C Ratio (X)	0.00	0.24	0.00	0.49	0.00	0.20	0.00	0.61
Avail Cap (c_a), veh/h	0	969	0	352	0	1785	0	561
Upstream Filter (I)	0.00	0.93	0.00	1.00	0.00	0.86	0.00	1.00
Uniform Delay (d1), s/veh	0.0	5.3	0.0	39.6	0.0	6.1	0.0	33.4
Incr Delay (d2), s/veh	0.0	0.6	0.0	3.2	0.0	0.2	0.0	2.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.8	0.0	42.8	0.0	6.3	0.0	35.8
1st-Term Q (Q1), veh/ln	0.0	1.2	0.0	1.1	0.0	1.0	0.0	3.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.1	0.0	0.2

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.3	0.0	1.2	0.0	1.0	0.0	3.2
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.01	0.00	0.01	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	234	0	57	0	186	0	163
Grp Sat Flow (s), veh/h/ln	0	1664	0	1588	0	1618	0	1708
Q Serve Time (g_s), s	0.0	3.9	0.0	3.1	0.0	4.6	0.0	7.9
Cycle Q Clear Time (g_c), s	0.0	3.9	0.0	3.1	0.0	4.6	0.0	7.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.45	0.00	0.74	0.00	0.62	0.00	0.30
Lane Grp Cap (c), veh/h	0	943	0	105	0	882	0	261
V/C Ratio (X)	0.00	0.25	0.00	0.54	0.00	0.21	0.00	0.63
Avail Cap (c_a), veh/h	0	943	0	326	0	882	0	560
Upstream Filter (I)	0.00	0.93	0.00	1.00	0.00	0.86	0.00	1.00
Uniform Delay (d1), s/veh	0.0	5.4	0.0	39.9	0.0	8.9	0.0	33.6
Incr Delay (d2), s/veh	0.0	0.6	0.0	4.2	0.0	0.5	0.0	2.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.0	0.0	44.1	0.0	9.4	0.0	36.1
1st-Term Q (Q1), veh/ln	0.0	1.2	0.0	1.2	0.0	1.5	0.0	3.1
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.1	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.3	0.0	1.3	0.0	1.6	0.0	3.3
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.01	0.00	0.02	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	22.4
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	279	342	336	424	636	0	0	339	229
Future Volume (veh/h)	0	0	0	279	342	336	424	636	0	0	339	229
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1700	1800	1800	1700	1800	0	0	1800	1900
Adj Flow Rate, veh/h				276	338	332	420	629	0	0	335	227
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				302	370	582	441	1886	0	0	842	396
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.38	0.38	0.38	0.54	1.00	0.00	0.00	0.25	0.25
Unsig. Movement Delay												
Ln Grp Delay, s/veh				50.0	0.0	30.3	53.0	0.5	0.0	0.0	39.1	45.3
Ln Grp LOS				D	A	C	D	A	A	A	D	D
Approach Vol, veh/h					946			1049			562	
Approach Delay, s/veh					43.1			21.5			41.6	
Approach LOS					D			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		70.2	49.8		36.6	33.5		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		60.5	50.5		36.5	19.5		
Max Allow Headway (MAH), s		5.2	4.9		3.8	4.7		
Max Q Clear (g_c+I1), s		2.0	41.7		31.5	16.8		
Green Ext Time (g_e), s		5.1	3.6		0.7	0.8		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	0.58		0.55	0.00		
Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			791		1619	0		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3510	969			3510		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1525			1610		
Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0
Lane Assignment			L+T		L (Prot)			

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	614	0	420	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1760	0	1619	0	0	0
Q Serve Time (g_s), s	0.0	0.0	39.7	0.0	29.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	39.7	0.0	29.5	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	29.5	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.45	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	672	0	441	0	0	0
V/C Ratio (X)	0.00	0.00	0.91	0.00	0.95	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	748	0	499	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.95	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	35.2	0.0	26.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	14.8	0.0	26.4	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	50.0	0.0	53.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	16.7	0.0	8.2	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	2.8	0.0	3.2	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	19.5	0.0	11.4	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.46	0.00	1.91	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	629	0	0	0	335	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	0	0	1710	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	9.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	9.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	1886	0	0	0	842	0	0
V/C Ratio (X)	0.00	0.33	0.00	0.00	0.00	0.40	0.00	0.00
Avail Cap (c_a), veh/h	0	1886	0	0	0	842	0	0
Upstream Filter (I)	0.00	0.95	0.00	0.00	0.00	0.95	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	37.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	1.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.5	0.0	0.0	0.0	39.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.0	0.0	4.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.11	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	332	0	0	227	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1525	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	20.6	0.0	0.0	14.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	20.6	0.0	0.0	14.8	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	582	0	0	396	0	0
V/C Ratio (X)	0.00	0.00	0.57	0.00	0.00	0.57	0.00	0.00
Avail Cap (c_a), veh/h	0	0	648	0	0	396	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.95	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	29.3	0.0	0.0	39.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.0	0.0	0.0	5.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	30.3	0.0	0.0	45.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	7.5	0.0	0.0	5.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.2	0.0	0.0	0.6	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	7.7	0.0	0.0	6.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.18	0.00	0.00	0.17	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	33.9
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	398	8	552	0	0	0	0	669	109	62	565	0
Future Volume (veh/h)	398	8	552	0	0	0	0	669	109	62	565	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800				0	1800	1800	1700	1900	0
Adj Flow Rate, veh/h	373	7	517				0	627	102	58	529	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	643	12	582				0	1607	717	79	1992	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Prop Arrive On Green	0.38	0.38	0.38				0.00	0.47	0.47	0.10	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	30.3	0.0	47.1				0.0	21.4	18.5	64.8	0.3	0.0
Ln Grp LOS	C	A	D				A	C	B	E	A	A
Approach Vol, veh/h		897						729			587	
Approach Delay, s/veh		40.0						21.0			6.7	
Approach LOS		D						C			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		12.0		4.0		
Phs Duration (G+Y+Rc), s	9.8	60.4		49.8		70.2		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	11.5	41.5		53.5		57.5		
Max Allow Headway (MAH), s	3.8	5.1		5.5		5.2		
Max Q Clear (g_c+I1), s	6.2	16.3		40.1		2.0		
Green Ext Time (g_e), s	0.0	4.9		5.2		4.1		
Prob of Phs Call (p_c)	0.86	1.00		1.00		1.00		
Prob of Max Out (p_x)	0.14	0.00		0.40		0.00		

Left-Turn Movement Data			
Assigned Mvmt	1	5	7
Mvmt Sat Flow, veh/h	1619	0	1684

Through Movement Data			
Assigned Mvmt		2	4	6
Mvmt Sat Flow, veh/h		3510	32	3705

Right-Turn Movement Data			
Assigned Mvmt		12	14	16
Mvmt Sat Flow, veh/h		1525	1525	0

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

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	58	0	0	380	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	0	0	1716	0	0	0	0
Q Serve Time (g_s), s	4.2	0.0	0.0	21.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	4.2	0.0	0.0	21.1	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	56.4	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.98	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	79	0	0	655	0	0	0	0
V/C Ratio (X)	0.74	0.00	0.00	0.58	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	162	0	0	772	0	0	0	0
Upstream Filter (I)	0.89	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	53.4	0.0	0.0	29.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	11.4	0.0	0.0	0.8	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	64.8	0.0	0.0	30.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.6	0.0	0.0	8.7	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.9	0.0	0.0	8.8	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.31	0.00	0.00	0.26	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	627	0	0	0	529	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1607	0	0	0	1992	0	0
V/C Ratio (X)	0.00	0.39	0.00	0.00	0.00	0.27	0.00	0.00
Avail Cap (c_a), veh/h	0	1607	0	0	0	1992	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.89	0.00	0.00
Uniform Delay (d1), s/veh	0.0	20.6	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	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
Control Delay (d), s/veh	0.0	21.4	0.0	0.0	0.0	0.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.8	0.0	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		T+R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	102	0	517	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1525	0	1525	0	0	0	0
Q Serve Time (g_s), s	0.0	4.6	0.0	38.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.6	0.0	38.1	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	717	0	582	0	0	0	0
V/C Ratio (X)	0.00	0.14	0.00	0.89	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	717	0	686	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	18.1	0.0	35.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	12.1	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	18.5	0.0	47.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.6	0.0	13.9	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	2.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.7	0.0	15.9	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.47	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	304	470	825	1031	0	0	0	0	189	0	205
Future Volume (veh/h)	0	304	470	825	1031	0	0	0	0	189	0	205
Number	7	4	14	3	8	18				1	6	16
Initial Q, veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1800	1800	1600	1800	0				1800	0	1800
Adj Flow Rate, veh/h	0	304	0	825	1031	0				189	0	205
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	407		883	1543	0				827	0	736
HCM Platoon Ratio	1.00	2.00	2.00	2.00	1.00	1.00				1.00	1.00	1.00
Prop Arrive On Green	0.00	0.24	0.00	0.60	0.45	0.00				0.48	0.00	0.48
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	46.3	0.0	31.5	26.2	0.0				18.2	0.0	18.8
Ln Grp LOS	A	D		C	C	A				B	A	B
Approach Vol, veh/h		304			1856						394	
Approach Delay, s/veh		46.3			28.6						18.5	
Approach LOS		D			C						B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	6		3	4				8
Case No	9.0		2.0	7.0				4.0
Phs Duration (G+Y+Rc), s	61.9		39.9	18.3				58.1
Change Period (Y+Rc), s	4.5		4.5	4.5				4.5
Max Green (Gmax), s	26.5		46.5	33.5				84.5
Max Allow Headway (MAH), s	3.9		3.8	5.2				5.2
Max Q Clear (g_c+I1), s	11.6		32.5	11.9				30.4
Green Ext Time (g_e), s	1.1		2.9	1.9				9.9
Prob of Phs Call (p_c)	1.00		1.00	1.00				1.00
Prob of Max Out (p_x)	0.00		0.04	0.00				0.00

Left-Turn Movement Data			
Assigned Mvmt	1	3	7
Mvmt Sat Flow, veh/h	1714	2956	0

Through Movement Data			
Assigned Mvmt	6	4	8
Mvmt Sat Flow, veh/h	0	3510	3510

Right-Turn Movement Data			
Assigned Mvmt	16	14	18
Mvmt Sat Flow, veh/h	1525	1525	0

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

Lanes in Grp	1	0	2	0	0	0	0	0
Grp Vol (v), veh/h	189	0	825	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1714	0	1478	0	0	0	0	0
Q Serve Time (g_s), s	7.7	0.0	30.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	7.7	0.0	30.5	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1714	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	827	0	883	0	0	0	0	0
V/C Ratio (X)	0.23	0.00	0.93	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	827	0	1158	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.69	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	18.1	0.0	23.1	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	8.5	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	18.2	0.0	31.5	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	3.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	3.1	0.0	8.2	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.24	0.00	0.51	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	6	0	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	2
Grp Vol (v), veh/h	0	0	0	304	0	0	0	1031
Grp Sat Flow (s), veh/h/ln	0	0	0	1710	0	0	0	1710
Q Serve Time (g_s), s	0.0	0.0	0.0	9.9	0.0	0.0	0.0	28.4
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	9.9	0.0	0.0	0.0	28.4
Lane Grp Cap (c), veh/h	0	0	0	407	0	0	0	1543
V/C Ratio (X)	0.00	0.00	0.00	0.75	0.00	0.00	0.00	0.67
Avail Cap (c_a), veh/h	0	0	0	969	0	0	0	2423
Upstream Filter (I)	0.00	0.00	0.00	0.81	0.00	0.00	0.00	0.69
Uniform Delay (d1), s/veh	0.0	0.0	0.0	44.0	0.0	0.0	0.0	25.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	46.3	0.0	0.0	0.0	26.2
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	3.8	0.0	0.0	0.0	11.4
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	3.9	0.0	0.0	0.0	11.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.71
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	16	0	0	14	0	0	0	18
Lane Assignment	R			R				
Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	205	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1525	0	0	1525	0	0	0	0
Q Serve Time (g_s), s	9.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	9.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	736	0	0	182	0	0	0	0
V/C Ratio (X)	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	736	0	0	432	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	18.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	29.1
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	410	0	0	1437	379	416	3	303	0	0	0
Future Volume (veh/h)	75	410	0	0	1437	379	416	3	303	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	0	0	1800	1800	1600	1800	1900			
Adj Flow Rate, veh/h	73	397	0	0	1392	367	405	0	293			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Opposing Right Turn Influence	Yes			No			Yes					
Cap, veh/h	108	1631	0	0	1687	524	1188	0	1255			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.13	0.95	0.00	0.00	0.69	0.34	0.39	0.00	0.39			
Unsig. Movement Delay												
Ln Grp Delay, s/veh	31.7	0.8	0.0	0.0	11.1	20.5	13.1	0.0	12.4			
Ln Grp LOS	C	A	A	A	B	C	B	A	B			
Approach Vol, veh/h		470			1759			698				
Approach Delay, s/veh		5.6			13.0			12.8				
Approach LOS		A			B			B				

Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4			7	8			
Case No			9.0		4.0			2.0	7.0			
Phs Duration (G+Y+Rc), s			27.4		32.6			8.0	24.6			
Change Period (Y+Rc), s			4.5		4.5			4.5	4.5			
Max Green (Gmax), s			19.0		32.0			5.5	22.0			
Max Allow Headway (MAH), s			3.9		5.2			3.8	5.0			
Max Q Clear (g_c+I1), s			7.6		2.4			4.6	14.5			
Green Ext Time (g_e), s			2.2		2.8			0.0	5.6			
Prob of Phs Call (p_c)			1.00		1.00			0.70	1.00			
Prob of Max Out (p_x)			0.07		0.00			1.00	0.88			
Left-Turn Movement Data												
Assigned Mvmt			5					7	3			
Mvmt Sat Flow, veh/h			3048					1619	0			
Through Movement Data												
Assigned Mvmt			2		4				8			
Mvmt Sat Flow, veh/h			0		3510				5076			
Right-Turn Movement Data												
Assigned Mvmt			12		14				18			
Mvmt Sat Flow, veh/h			3220		0				1525			
Left Lane Group Data												
Assigned Mvmt		0	5	0	0	0	0	7	3			
Lane Assignment			L					L (Prot)				

Lanes in Grp	0	2	0	0	0	0	1	0
Grp Vol (v), veh/h	0	405	0	0	0	0	73	0
Grp Sat Flow (s), veh/h/ln	0	1524	0	0	0	0	1619	0
Q Serve Time (g_s), s	0.0	5.6	0.0	0.0	0.0	0.0	2.6	0.0
Cycle Q Clear Time (g_c), s	0.0	5.6	0.0	0.0	0.0	0.0	2.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1524	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.6
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	1188	0	0	0	0	108	0
V/C Ratio (X)	0.00	0.34	0.00	0.00	0.00	0.00	0.67	0.00
Avail Cap (c_a), veh/h	0	1188	0	0	0	0	162	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.90	0.00
Uniform Delay (d1), s/veh	0.0	12.9	0.0	0.0	0.0	0.0	25.4	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.0	6.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.1	0.0	0.0	0.0	0.0	31.7	0.0
1st-Term Q (Q1), veh/ln	0.0	1.7	0.0	0.0	0.0	0.0	0.9	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.7	0.0	0.0	0.0	0.0	1.1	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.00	0.00	0.00	0.07	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	3
Grp Vol (v), veh/h	0	0	0	397	0	0	0	1392
Grp Sat Flow (s), veh/h/ln	0	0	0	1710	0	0	0	1638
Q Serve Time (g_s), s	0.0	0.0	0.0	0.4	0.0	0.0	0.0	12.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.4	0.0	0.0	0.0	12.3
Lane Grp Cap (c), veh/h	0	0	0	1631	0	0	0	1687
V/C Ratio (X)	0.00	0.00	0.00	0.24	0.00	0.00	0.00	0.82
Avail Cap (c_a), veh/h	0	0	0	1853	0	0	0	1843
Upstream Filter (I)	0.00	0.00	0.00	0.90	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.7	0.0	0.0	0.0	8.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	3.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.8	0.0	0.0	0.0	11.1
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	2.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	2.5
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment		R						R
Lanes in Grp	0	2	0	0	0	0	0	1
Grp Vol (v), veh/h	0	293	0	0	0	0	0	367
Grp Sat Flow (s), veh/h/ln	0	1610	0	0	0	0	0	1525
Q Serve Time (g_s), s	0.0	3.7	0.0	0.0	0.0	0.0	0.0	12.5
Cycle Q Clear Time (g_c), s	0.0	3.7	0.0	0.0	0.0	0.0	0.0	12.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	1255	0	0	0	0	0	524
V/C Ratio (X)	0.00	0.23	0.00	0.00	0.00	0.00	0.00	0.70
Avail Cap (c_a), veh/h	0	1255	0	0	0	0	0	572
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	12.3	0.0	0.0	0.0	0.0	0.0	17.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.0	0.0	3.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.4	0.0	0.0	0.0	0.0	0.0	20.5
1st-Term Q (Q1), veh/ln	0.0	1.2	0.0	0.0	0.0	0.0	0.0	3.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.2	0.0	0.0	0.0	0.0	0.0	4.4
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.50
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	228	23	61	392	358	18	7	28	307	256	335
Future Volume (veh/h)	57	228	23	61	392	358	18	7	28	307	256	335
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	56	226	23	60	388	354	18	7	28	304	253	331
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	77	900	402	82	479	406	37	619	525	338	906	809
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.05	0.53	0.26	0.05	0.27	0.27	0.02	0.34	0.34	0.21	0.53	0.53
Unsig. Movement Delay												
Ln Grp Delay, s/veh	68.7	22.1	33.1	60.8	43.7	47.3	67.4	26.0	26.5	62.5	16.3	18.5
Ln Grp LOS	E	C	C	E	D	D	E	C	C	E	B	B
Approach Vol, veh/h		305			802			53			888	
Approach Delay, s/veh		31.5			46.5			40.3			32.9	
Approach LOS		C			D			D			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	29.1	45.3	10.0	35.6	6.8	67.6	9.7	36.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	33.5	19.5	9.5	39.5	5.5	47.5	9.5	39.5
Max Allow Headway (MAH), s	3.8	4.3	3.8	5.1	3.8	5.4	3.8	4.7
Max Q Clear (g_c+I1), s	23.9	3.5	6.4	6.3	3.3	17.6	6.1	28.6
Green Ext Time (g_e), s	0.6	0.1	0.0	1.6	0.0	4.1	0.0	2.9
Prob of Phs Call (p_c)	1.00	1.00	0.86	1.00	0.45	1.00	0.85	1.00
Prob of Max Out (p_x)	0.03	0.00	1.00	0.00	1.00	0.00	1.00	0.27

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1619		1619		1619		1619	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1800		3420		1710		1800

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1525		1525		1525		1525

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	304	0	60	0	18	0	56	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	21.9	0.0	4.4	0.0	1.3	0.0	4.1	0.0
Cycle Q Clear Time (g_c), s	21.9	0.0	4.4	0.0	1.3	0.0	4.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	338	0	82	0	37	0	77	0
V/C Ratio (X)	0.90	0.00	0.74	0.00	0.48	0.00	0.73	0.00
Avail Cap (c_a), veh/h	459	0	135	0	81	0	135	0
Upstream Filter (I)	1.00	0.00	0.36	0.00	1.00	0.00	0.98	0.00
Uniform Delay (d1), s/veh	46.2	0.0	56.2	0.0	57.9	0.0	56.4	0.0
Incr Delay (d2), s/veh	16.3	0.0	4.6	0.0	9.4	0.0	12.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	62.5	0.0	60.8	0.0	67.4	0.0	68.7	0.0
1st-Term Q (Q1), veh/ln	8.8	0.0	1.8	0.0	0.5	0.0	1.7	0.0
2nd-Term Q (Q2), veh/ln	1.5	0.0	0.1	0.0	0.1	0.0	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	10.3	0.0	1.9	0.0	0.6	0.0	1.9	0.0
%ile Storage Ratio (RQ%)	2.58	0.00	0.08	0.00	0.07	0.00	0.19	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	2	0	1	0	1
Grp Vol (v), veh/h	0	7	0	226	0	253	0	388
Grp Sat Flow (s), veh/h/ln	0	1800	0	1710	0	1710	0	1800
Q Serve Time (g_s), s	0.0	0.3	0.0	4.3	0.0	9.8	0.0	24.2
Cycle Q Clear Time (g_c), s	0.0	0.3	0.0	4.3	0.0	9.8	0.0	24.2
Lane Grp Cap (c), veh/h	0	619	0	900	0	906	0	479
V/C Ratio (X)	0.00	0.01	0.00	0.25	0.00	0.28	0.00	0.81
Avail Cap (c_a), veh/h	0	619	0	1140	0	906	0	600
Upstream Filter (I)	0.00	1.00	0.00	0.98	0.00	1.00	0.00	0.36
Uniform Delay (d1), s/veh	0.0	25.9	0.0	22.0	0.0	15.5	0.0	41.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.8	0.0	2.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.0	0.0	22.1	0.0	16.3	0.0	43.7
1st-Term Q (Q1), veh/ln	0.0	0.1	0.0	1.6	0.0	3.8	0.0	10.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.3

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	1.7	0.0	4.0	0.0	11.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.02	0.00	0.68	0.00	0.45
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	28	0	23	0	331	0	354
Grp Sat Flow (s), veh/h/ln	0	1525	0	1525	0	1525	0	1525
Q Serve Time (g_s), s	0.0	1.5	0.0	1.4	0.0	15.6	0.0	26.6
Cycle Q Clear Time (g_c), s	0.0	1.5	0.0	1.4	0.0	15.6	0.0	26.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	525	0	402	0	809	0	406
V/C Ratio (X)	0.00	0.05	0.00	0.06	0.00	0.41	0.00	0.87
Avail Cap (c_a), veh/h	0	525	0	508	0	809	0	508
Upstream Filter (I)	0.00	1.00	0.00	0.98	0.00	1.00	0.00	0.36
Uniform Delay (d1), s/veh	0.0	26.3	0.0	33.1	0.0	16.9	0.0	42.1
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.1	0.0	1.5	0.0	5.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.5	0.0	33.1	0.0	18.5	0.0	47.3
1st-Term Q (Q1), veh/ln	0.0	0.5	0.0	0.5	0.0	5.4	0.0	9.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.0	0.5	0.0	5.7	0.0	10.5
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.01	0.00	0.98	0.00	0.43
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	38.2
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	318	135	34	633	320	54	328	22	156	10	156
Future Volume (veh/h)	119	318	135	34	633	320	54	328	22	156	10	156
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	120	321	136	34	640	323	55	331	22	158	10	158
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	196	715	606	64	666	565	382	901	402	162	38	599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.40	0.40	0.04	0.74	0.37	0.26	0.26	0.26	0.10	0.41	0.41
Unsig. Movement Delay												
Ln Grp Delay, s/veh	40.5	18.1	16.1	44.4	34.1	21.4	23.6	25.2	22.3	99.2	0.0	16.6
Ln Grp LOS	D	B	B	D	C	C	C	C	C	F	A	B
Approach Vol, veh/h		577			997			408			326	
Approach Delay, s/veh		22.3			30.3			24.8			56.7	
Approach LOS		C			C			C			E	

Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4		6	7	8			
Case No		2.0	5.3	2.0	3.0		4.0	2.0	3.0			
Phs Duration (G+Y+Rc), s		12.0	25.1	7.2	35.8		37.1	9.3	33.6			
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5		4.5	4.5	4.5			
Max Green (Gmax), s		7.5	19.0	5.2	30.3		31.0	5.0	30.5			
Max Allow Headway (MAH), s		3.8	5.1	3.8	4.9		5.6	3.8	4.9			
Max Q Clear (g_c+I1), s		9.8	8.3	3.6	12.5		7.8	5.2	27.6			
Green Ext Time (g_e), s		0.0	1.8	0.0	2.2		1.0	0.0	1.6			
Prob of Phs Call (p_c)		0.97	1.00	0.53	1.00		1.00	0.93	1.00			
Prob of Max Out (p_x)		1.00	0.00	1.00	0.02		0.00	1.00	1.00			

Left-Turn Movement Data												
Assigned Mvmt		1	5	3				7				
Mvmt Sat Flow, veh/h		1619	1106	1619				2956				

Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3420		1800		92		1800			

Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			1525		1525		1448		1525			

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

Lanes in Grp	1	1	1	0	0	0	2	0
Grp Vol (v), veh/h	158	55	34	0	0	0	120	0
Grp Sat Flow (s), veh/h/ln	1619	1106	1619	0	0	0	1478	0
Q Serve Time (g_s), s	7.8	3.1	1.6	0.0	0.0	0.0	3.2	0.0
Cycle Q Clear Time (g_c), s	7.8	3.1	1.6	0.0	0.0	0.0	3.2	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1106	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	21.1	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	21.1	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	162	382	64	0	0	0	196	0
V/C Ratio (X)	0.98	0.14	0.53	0.00	0.00	0.00	0.61	0.00
Avail Cap (c_a), veh/h	162	382	115	0	0	0	203	0
Upstream Filter (I)	1.00	1.00	1.00	0.00	0.00	0.00	0.82	0.00
Uniform Delay (d1), s/veh	35.9	22.8	37.7	0.0	0.0	0.0	36.3	0.0
Incr Delay (d2), s/veh	63.3	0.8	6.7	0.0	0.0	0.0	4.2	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	99.2	23.6	44.4	0.0	0.0	0.0	40.5	0.0
1st-Term Q (Q1), veh/ln	3.0	0.8	0.6	0.0	0.0	0.0	1.1	0.0
2nd-Term Q (Q2), veh/ln	2.8	0.1	0.1	0.0	0.0	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	5.8	0.9	0.8	0.0	0.0	0.0	1.2	0.0
%ile Storage Ratio (RQ%)	0.71	0.14	0.01	0.00	0.00	0.00	0.10	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T				T
Lanes in Grp	0	2	0	1	0	0	0	1
Grp Vol (v), veh/h	0	331	0	321	0	0	0	640
Grp Sat Flow (s), veh/h/ln	0	1710	0	1800	0	0	0	1800
Q Serve Time (g_s), s	0.0	6.3	0.0	10.5	0.0	0.0	0.0	25.6
Cycle Q Clear Time (g_c), s	0.0	6.3	0.0	10.5	0.0	0.0	0.0	25.6
Lane Grp Cap (c), veh/h	0	901	0	715	0	0	0	666
V/C Ratio (X)	0.00	0.37	0.00	0.45	0.00	0.00	0.00	0.96
Avail Cap (c_a), veh/h	0	901	0	715	0	0	0	698
Upstream Filter (I)	0.00	1.00	0.00	0.82	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	24.0	0.0	17.7	0.0	0.0	0.0	9.9
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.4	0.0	0.0	0.0	24.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.2	0.0	18.1	0.0	0.0	0.0	34.1
1st-Term Q (Q1), veh/ln	0.0	2.5	0.0	4.1	0.0	0.0	0.0	3.4
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.0	0.0	4.5

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.6	0.0	4.2	0.0	0.0	0.0	7.9
%ile Storage Ratio (RQ%)	0.00	0.23	0.00	0.17	0.00	0.00	0.00	0.09
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	22	0	136	0	168	0	323
Grp Sat Flow (s), veh/h/ln	0	1525	0	1525	0	1539	0	1525
Q Serve Time (g_s), s	0.0	0.9	0.0	4.7	0.0	5.8	0.0	13.5
Cycle Q Clear Time (g_c), s	0.0	0.9	0.0	4.7	0.0	5.8	0.0	13.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.94	0.00	1.00
Lane Grp Cap (c), veh/h	0	402	0	606	0	637	0	565
V/C Ratio (X)	0.00	0.05	0.00	0.22	0.00	0.26	0.00	0.57
Avail Cap (c_a), veh/h	0	402	0	606	0	637	0	591
Upstream Filter (I)	0.00	1.00	0.00	0.82	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	22.0	0.0	16.0	0.0	15.6	0.0	20.1
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.2	0.0	1.0	0.0	1.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.3	0.0	16.1	0.0	16.6	0.0	21.4
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	1.6	0.0	1.9	0.0	4.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	1.6	0.0	2.1	0.0	4.7
%ile Storage Ratio (RQ%)	0.00	0.12	0.00	0.07	0.00	0.26	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	357	10	390	473	720	0	0	187	375
Future Volume (veh/h)	0	0	0	357	10	390	473	720	0	0	187	375
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1700	1800	1800	1700	1800	0	0	1800	1900
Adj Flow Rate, veh/h				376	11	411	498	758	0	0	197	395
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				427	13	391	517	2159	0	0	1256	411
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Prop Arrive On Green				0.26	0.26	0.26	0.64	1.00	0.00	0.00	0.51	0.26
Unsig. Movement Delay												
Ln Grp Delay, s/veh				46.8	0.0	89.4	28.5	0.2	0.0	0.0	15.2	64.8
Ln Grp LOS				D	A	F	C	A	A	A	B	E
Approach Vol, veh/h					798			1256			592	
Approach Delay, s/veh					68.7			11.4			48.3	
Approach LOS					E			B			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		55.0	25.0		30.1	24.9		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		50.5	20.5		27.5	18.5		
Max Allow Headway (MAH), s		5.2	4.7		3.8	4.4		
Max Q Clear (g_c+I1), s		2.0	22.5		25.1	21.4		
Green Ext Time (g_e), s		6.4	0.0		0.5	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	1.00		1.00	0.00		
Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			1668		1619	0		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3510	49			5076		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1525			1610		
Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0
Lane Assignment			L+T		L (Prot)			

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	387	0	498	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1717	0	1619	0	0	0
Q Serve Time (g_s), s	0.0	0.0	17.3	0.0	23.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	17.3	0.0	23.1	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	20.4	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.97	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	440	0	517	0	0	0
V/C Ratio (X)	0.00	0.00	0.88	0.00	0.96	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	440	0	557	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.36	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	28.6	0.0	14.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	18.2	0.0	14.5	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	46.8	0.0	28.5	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	6.8	0.0	3.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	2.2	0.0	2.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	9.0	0.0	6.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.19	0.00	0.54	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	3	0	0
Grp Vol (v), veh/h	0	758	0	0	0	197	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	0	0	1638	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	2159	0	0	0	1256	0	0
V/C Ratio (X)	0.00	0.35	0.00	0.00	0.00	0.16	0.00	0.00
Avail Cap (c_a), veh/h	0	2159	0	0	0	1256	0	0
Upstream Filter (I)	0.00	0.36	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	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
Control Delay (d), s/veh	0.0	0.2	0.0	0.0	0.0	15.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	411	0	0	395	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1525	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	20.5	0.0	0.0	19.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	20.5	0.0	0.0	19.4	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	391	0	0	411	0	0
V/C Ratio (X)	0.00	0.00	1.05	0.00	0.00	0.96	0.00	0.00
Avail Cap (c_a), veh/h	0	0	391	0	0	411	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	29.8	0.0	0.0	29.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	59.7	0.0	0.0	35.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	89.4	0.0	0.0	64.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	7.2	0.0	0.0	7.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	6.5	0.0	0.0	4.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	13.6	0.0	0.0	11.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.28	0.00	0.00	0.24	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	36.9
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	355	4	376	0	0	0	0	855	454	270	526	0
Future Volume (veh/h)	355	4	376	0	0	0	0	855	454	270	526	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800				0	1800	1800	1700	1900	0
Adj Flow Rate, veh/h	374	4	396				0	900	478	284	554	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	351	4	371				0	1032	321	307	1624	0
HCM Platoon Ratio	1.33	1.33	1.33				1.00	2.00	2.00	2.00	1.66	1.00
Prop Arrive On Green	0.60	0.60	0.60				0.00	0.42	0.42	0.38	0.75	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	70.7	0.0	0.0				0.0	35.1	263.1	58.8	7.4	0.0
Ln Grp LOS	F	A	A				A	D	F	E	A	A
Approach Vol, veh/h		774						1378			838	
Approach Delay, s/veh		70.7						114.2			24.8	
Approach LOS		E						F			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		12.0		4.0		
Phs Duration (G+Y+Rc), s	21.6	23.4		45.0		45.0		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	17.3	18.7		40.5		40.5		
Max Allow Headway (MAH), s	3.8	4.8		5.5		5.2		
Max Q Clear (g_c+I1), s	17.1	20.9		42.5		6.7		
Green Ext Time (g_e), s	0.0	0.0		0.0		4.2		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	1619	0		779				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5076		8		3705		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1525		825		0		

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

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	284	0	0	774	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	0	0	1613	0	0	0	0
Q Serve Time (g_s), s	15.1	0.0	0.0	40.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	15.1	0.0	0.0	40.5	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	18.9	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.48	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	307	0	0	726	0	0	0	0
V/C Ratio (X)	0.92	0.00	0.00	1.07	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	311	0	0	726	0	0	0	0
Upstream Filter (I)	0.99	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	27.3	0.0	0.0	18.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	31.6	0.0	0.0	52.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	58.8	0.0	0.0	70.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	4.4	0.0	0.0	11.2	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	2.7	0.0	0.0	10.6	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	7.1	0.0	0.0	21.8	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.64	0.00	0.00	0.37	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	12.1	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	3	0	0	0	2	0	0
Grp Vol (v), veh/h	0	900	0	0	0	554	0	0
Grp Sat Flow (s), veh/h/ln	0	1638	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	15.1	0.0	0.0	0.0	4.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.1	0.0	0.0	0.0	4.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	1032	0	0	0	1625	0	0
V/C Ratio (X)	0.00	0.87	0.00	0.00	0.00	0.34	0.00	0.00
Avail Cap (c_a), veh/h	0	1032	0	0	0	1625	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.99	0.00	0.00
Uniform Delay (d1), s/veh	0.0	25.0	0.0	0.0	0.0	6.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	10.1	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	35.1	0.0	0.0	0.0	7.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.3	0.0	0.0	0.0	1.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.0	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.3	0.0	0.0	0.0	1.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.17	0.00	0.00	0.00	0.15	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	478	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1525	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	18.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	18.9	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.51	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	321	0	0	0	0	0	0
V/C Ratio (X)	0.00	1.49	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	321	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	26.1	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	237.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	263.1	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	21.1	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	25.9	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.82	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	39.4	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		77.9						
HCM 6th LOS		E						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	708	53	187	251	139	106	584	525	210	306	26
Future Volume (veh/h)	60	708	53	187	251	139	106	584	525	210	306	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	63	745	56	197	264	146	112	615	553	221	322	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	79	794	60	219	716	384	133	1126	502	244	1271	106
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.66	1.66	1.00	1.00	1.66	1.00
Prop Arrive On Green	0.05	0.25	0.25	0.14	0.33	0.33	0.14	0.55	0.33	0.15	0.66	0.40
Unsig. Movement Delay												
Ln Grp Delay, s/veh	77.9	76.4	76.0	87.3	33.3	33.5	67.0	24.7	109.9	84.5	15.1	16.9
Ln Grp LOS	E	E	E	F	C	C	E	C	F	F	B	B
Approach Vol, veh/h		864			607			1280			570	
Approach Delay, s/veh		76.3			50.9			65.2			42.6	
Approach LOS		E			D			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	24.1	47.3	22.1	36.5	15.2	56.2	10.8	47.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	21.5	39.5	18.5	32.5	17.3	43.7	11.2	39.8
Max Allow Headway (MAH), s	3.8	4.6	3.8	5.3	3.8	5.3	3.8	5.4
Max Q Clear (g_c+I1), s	19.5	44.8	17.6	31.5	10.8	7.9	7.0	14.6
Green Ext Time (g_e), s	0.1	0.0	0.1	0.5	0.1	2.2	0.0	2.6
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.98	1.00	0.90	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	0.06	0.00	0.61	0.00

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1619	1619	1619	1619

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3420	3224	3196	2150

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1525	242	266	1153

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	221	0	197	0	112	0	63	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	17.5	0.0	15.6	0.0	8.8	0.0	5.0	0.0
Cycle Q Clear Time (g_c), s	17.5	0.0	15.6	0.0	8.8	0.0	5.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	244	0	219	0	133	0	79	0
V/C Ratio (X)	0.91	0.00	0.90	0.00	0.84	0.00	0.80	0.00
Avail Cap (c_a), veh/h	268	0	230	0	215	0	139	0
Upstream Filter (I)	1.00	0.00	0.97	0.00	0.78	0.00	1.00	0.00
Uniform Delay (d1), s/veh	54.3	0.0	55.3	0.0	55.3	0.0	61.2	0.0
Incr Delay (d2), s/veh	30.2	0.0	32.0	0.0	11.8	0.0	16.7	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	84.5	0.0	87.3	0.0	67.0	0.0	77.9	0.0
1st-Term Q (Q1), veh/ln	7.1	0.0	6.4	0.0	3.4	0.0	2.1	0.0
2nd-Term Q (Q2), veh/ln	2.0	0.0	1.9	0.0	0.4	0.0	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	9.2	0.0	8.3	0.0	3.8	0.0	2.4	0.0
%ile Storage Ratio (RQ%)	0.14	0.00	0.08	0.00	0.19	0.00	0.03	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	1	0	1
Grp Vol (v), veh/h	0	615	0	395	0	171	0	208
Grp Sat Flow (s), veh/h/ln	0	1710	0	1710	0	1710	0	1710
Q Serve Time (g_s), s	0.0	15.1	0.0	29.4	0.0	5.3	0.0	12.0
Cycle Q Clear Time (g_c), s	0.0	15.1	0.0	29.4	0.0	5.3	0.0	12.0
Lane Grp Cap (c), veh/h	0	1126	0	421	0	680	0	569
V/C Ratio (X)	0.00	0.55	0.00	0.94	0.00	0.25	0.00	0.37
Avail Cap (c_a), veh/h	0	1126	0	428	0	680	0	569
Upstream Filter (I)	0.00	0.78	0.00	1.00	0.00	1.00	0.00	0.97
Uniform Delay (d1), s/veh	0.0	23.2	0.0	48.0	0.0	14.2	0.0	32.9
Incr Delay (d2), s/veh	0.0	1.5	0.0	28.3	0.0	0.9	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.7	0.0	76.4	0.0	15.1	0.0	33.3
1st-Term Q (Q1), veh/ln	0.0	5.1	0.0	12.5	0.0	1.9	0.0	5.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	3.3	0.0	0.2	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.3	0.0	15.8	0.0	2.1	0.0	5.1
%ile Storage Ratio (RQ%)	0.00	0.27	0.00	0.21	0.00	0.03	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	553	0	406	0	178	0	202
Grp Sat Flow (s), veh/h/ln	0	1525	0	1756	0	1752	0	1593
Q Serve Time (g_s), s	0.0	42.8	0.0	29.5	0.0	5.9	0.0	12.6
Cycle Q Clear Time (g_c), s	0.0	42.8	0.0	29.5	0.0	5.9	0.0	12.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.14	0.00	0.15	0.00	0.72
Lane Grp Cap (c), veh/h	0	502	0	432	0	697	0	530
V/C Ratio (X)	0.00	1.10	0.00	0.94	0.00	0.25	0.00	0.38
Avail Cap (c_a), veh/h	0	502	0	439	0	697	0	530
Upstream Filter (I)	0.00	0.78	0.00	1.00	0.00	1.00	0.00	0.97
Uniform Delay (d1), s/veh	0.0	43.6	0.0	48.0	0.0	16.0	0.0	33.1
Incr Delay (d2), s/veh	0.0	66.3	0.0	28.0	0.0	0.9	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	109.9	0.0	76.0	0.0	16.9	0.0	33.5
1st-Term Q (Q1), veh/ln	0.0	16.0	0.0	12.8	0.0	2.3	0.0	4.9
2nd-Term Q (Q2), veh/ln	0.0	9.2	0.0	3.4	0.0	0.2	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	25.2	0.0	16.2	0.0	2.4	0.0	5.0
%ile Storage Ratio (RQ%)	0.00	1.27	0.00	0.22	0.00	0.04	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	12.7	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	61.6
HCM 6th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	410	30	361	10	4	17	221	843	4	7	483	80
Future Volume (veh/h)	410	30	361	10	4	17	221	843	4	7	483	80
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	432	32	0	11	4	18	233	887	4	7	508	84
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	462	468		119	30	66	253	1962	9	15	1219	201
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.16	0.26	0.00	0.05	0.05	0.05	0.16	0.56	0.56	0.01	0.41	0.41
Unsig. Movement Delay												
Ln Grp Delay, s/veh	59.8	22.3	0.0	36.9	0.0	38.9	69.3	11.8	11.7	59.0	18.1	18.1
Ln Grp LOS	E	C		D	A	D	E	B	B	E	B	B
Approach Vol, veh/h		464			33			1124			599	
Approach Delay, s/veh		57.3			38.0			23.7			18.6	
Approach LOS		E			D			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Case No	2.0	4.0		3.0	2.0	4.0	2.0	8.3
Phs Duration (G+Y+Rc), s	5.2	49.5		25.3	17.0	37.7	17.0	8.3
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.0	26.5		35.0	12.5	19.0	12.5	18.0
Max Allow Headway (MAH), s	3.8	5.2		5.2	3.8	5.3	3.8	5.4
Max Q Clear (g_c+I1), s	2.3	13.9		3.1	13.3	11.8	13.6	3.0
Green Ext Time (g_e), s	0.0	4.6		0.1	0.0	2.1	0.0	0.1
Prob of Phs Call (p_c)	0.14	1.00		1.00	0.99	1.00	1.00	0.76
Prob of Max Out (p_x)	1.00	0.00		0.00	1.00	0.00	1.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1				5		7	3
Mvmt Sat Flow, veh/h	1619				1619		2956	862

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3491		1800		2939		629

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		16		1525		484		1388

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

Lanes in Grp	1	0	0	0	1	0	2	1
Grp Vol (v), veh/h	7	0	0	0	233	0	432	15
Grp Sat Flow (s), veh/h/ln	1619	0	0	0	1619	0	1478	1491
Q Serve Time (g_s), s	0.3	0.0	0.0	0.0	11.3	0.0	11.6	0.0
Cycle Q Clear Time (g_c), s	0.3	0.0	0.0	0.0	11.3	0.0	11.6	0.6
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	1399
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	0.73
Lane Grp Cap (c), veh/h	15	0	0	0	253	0	462	149
V/C Ratio (X)	0.48	0.00	0.00	0.00	0.92	0.00	0.94	0.10
Avail Cap (c_a), veh/h	101	0	0	0	253	0	462	402
Upstream Filter (I)	0.86	0.00	0.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d1), s/veh	39.5	0.0	0.0	0.0	33.3	0.0	33.4	36.6
Incr Delay (d2), s/veh	19.6	0.0	0.0	0.0	36.1	0.0	26.5	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	59.0	0.0	0.0	0.0	69.3	0.0	59.8	36.9
1st-Term Q (Q1), veh/ln	0.1	0.0	0.0	0.0	4.3	0.0	4.0	0.3
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	2.5	0.0	1.7	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.2	0.0	0.0	0.0	6.8	0.0	5.7	0.3
%ile Storage Ratio (RQ%)	0.01	0.00	0.00	0.00	0.03	0.00	0.14	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	434	0	32	0	295	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	1800	0	1710	0	0
Q Serve Time (g_s), s	0.0	11.9	0.0	1.1	0.0	9.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	11.9	0.0	1.1	0.0	9.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	961	0	468	0	709	0	0
V/C Ratio (X)	0.00	0.45	0.00	0.07	0.00	0.42	0.00	0.00
Avail Cap (c_a), veh/h	0	961	0	788	0	709	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.86	0.00	0.00
Uniform Delay (d1), s/veh	0.0	10.3	0.0	22.3	0.0	16.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.5	0.0	0.1	0.0	1.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.8	0.0	22.3	0.0	18.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.0	0.0	0.4	0.0	3.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.4	0.0	0.4	0.0	3.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.01	0.00	0.20	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	457	0	0	0	297	0	18
Grp Sat Flow (s), veh/h/ln	0	1797	0	1525	0	1713	0	1388
Q Serve Time (g_s), s	0.0	11.9	0.0	0.0	0.0	9.8	0.0	1.0
Cycle Q Clear Time (g_c), s	0.0	11.9	0.0	0.0	0.0	9.8	0.0	1.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.01	0.00	1.00	0.00	0.28	0.00	1.00
Lane Grp Cap (c), veh/h	0	1010	0	397	0	710	0	66
V/C Ratio (X)	0.00	0.45	0.00	0.00	0.00	0.42	0.00	0.27
Avail Cap (c_a), veh/h	0	1010	0	667	0	710	0	312
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.86	0.00	1.00
Uniform Delay (d1), s/veh	0.0	10.3	0.0	0.0	0.0	16.6	0.0	36.7
Incr Delay (d2), s/veh	0.0	1.5	0.0	0.0	0.0	1.6	0.0	2.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.7	0.0	0.0	0.0	18.1	0.0	38.9
1st-Term Q (Q1), veh/ln	0.0	4.2	0.0	0.0	0.0	3.6	0.0	0.3
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.6	0.0	0.0	0.0	4.0	0.0	0.4
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.00	0.20	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	29.6
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	0	14	36	0	60	5	954	43	40	821	7
Future Volume (veh/h)	18	0	14	36	0	60	5	954	43	40	821	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	0	1800	1900	1800	1800	1700	1900	1900
Adj Flow Rate, veh/h	19	0	15	38	0	63	5	1004	45	42	864	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	47	0	0	48	0	0	32	1363	1159	52	1561	13
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.00	0.03	0.03	0.00	0.00	1.00	1.00	1.00	0.03	0.83	0.83
Unsig. Movement Delay												
Ln Grp Delay, s/veh	75.9	0.0	0.0	81.3	0.0	0.0	3.3	0.0	0.1	81.9	0.0	4.6
Ln Grp LOS	E	A	A	F	A	A	A	A	A	F	A	A
Approach Vol, veh/h		34			38			1054			913	
Approach Delay, s/veh		75.9			81.3			3.2			8.2	
Approach LOS		E			F			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6		
Case No	2.0	7.3	2.0	8.3		4.0		
Phs Duration (G+Y+Rc), s	8.4	95.7	8.1	7.9		104.0		
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5		
Max Green (Gmax), s	15.1	30.7	28.1	28.1		50.3		
Max Allow Headway (MAH), s	3.8	5.2	3.8	5.5		5.2		
Max Q Clear (g_c+I1), s	5.1	2.0	4.8	2.1		19.4		
Green Ext Time (g_e), s	0.0	10.2	0.1	0.1		7.9		
Prob of Phs Call (p_c)	0.75	1.00	0.72	0.68		1.00		
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00		0.00		

Left-Turn Movement Data				
Assigned Mvmt	1	5	3	7
Mvmt Sat Flow, veh/h	1619	2	1619	0

Through Movement Data			
Assigned Mvmt	2	4	6
Mvmt Sat Flow, veh/h	1794	0	1882

Right-Turn Movement Data			
Assigned Mvmt	12	14	16
Mvmt Sat Flow, veh/h	1525	0	15

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

Lanes in Grp	1	1	1	1	0	0	0	0
Grp Vol (v), veh/h	42	1009	38	34	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	1796	1619	0	0	0	0	0
Q Serve Time (g_s), s	3.1	0.0	2.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	3.1	0.0	2.8	0.1	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	646	0	1360	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	91.2	0.0	0.1	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	82.1	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	69.4	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.56	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	52	1394	48	47	0	0	0	0
V/C Ratio (X)	0.81	0.72	0.78	0.73	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	204	1394	379	332	0	0	0	0
Upstream Filter (I)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	57.7	0.0	57.8	56.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	24.2	3.3	23.5	19.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	81.9	3.3	81.3	75.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.3	0.0	1.1	1.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.4	1.3	0.3	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.6	1.3	1.5	1.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.16	0.08	0.02	0.08	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	45	0	0	0	871	0	0
Grp Sat Flow (s), veh/h/ln	0	1525	0	0	0	1897	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	17.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	17.4	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.44	0.00	0.01	0.00	0.00
Lane Grp Cap (c), veh/h	0	1159	0	0	0	1573	0	0
V/C Ratio (X)	0.00	0.04	0.00	0.00	0.00	0.55	0.00	0.00
Avail Cap (c_a), veh/h	0	1159	0	0	0	1573	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	1.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.1	0.0	0.0	0.0	4.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	5.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.52	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	3	40	12	6	9	28	818	7	6	807	65
Future Volume (veh/h)	176	3	40	12	6	9	28	818	7	6	807	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1900	1700	1900	1900
Adj Flow Rate, veh/h	185	3	42	13	6	9	29	861	7	6	849	68
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	264	3	48	167	79	96	42	1238	10	12	1174	94
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Prop Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.03	0.69	0.69	0.02	1.00	1.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	50.6	0.0	0.0	40.6	0.0	0.0	73.0	0.0	13.4	86.2	0.0	3.6
Ln Grp LOS	D	A	A	D	A	A	E	A	B	F	A	A
Approach Vol, veh/h		230			28			897			923	
Approach Delay, s/veh		50.6			40.6			15.3			4.1	
Approach LOS		D			D			B			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	2.0	4.0		8.0	2.0	4.0		8.0
Phs Duration (G+Y+Rc), s	5.4	87.8		26.8	7.6	85.6		26.8
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green (Gmax), s	27.0	39.5		40.0	27.0	39.5		40.0
Max Allow Headway (MAH), s	3.8	5.2		5.3	3.8	5.3		5.4
Max Q Clear (g_c+I1), s	2.4	36.3		21.0	4.1	2.0		3.6
Green Ext Time (g_e), s	0.0	1.8		1.2	0.0	9.2		0.1
Prob of Phs Call (p_c)	0.18	1.00		1.00	0.62	1.00		1.00
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1619			1131	1619			663

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1783		18		1736		425

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		14		257		139		516

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

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	6	0	0	230	29	0	0	28
Grp Sat Flow (s), veh/h/ln	1619	0	0	1406	1619	0	0	1604
Q Serve Time (g_s), s	0.4	0.0	0.0	17.4	2.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.4	0.0	0.0	19.0	2.1	0.0	0.0	1.6
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1421	0	0	0	1383
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1730	0	0	0	1618
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	22.3	0.0	0.0	0.0	22.3
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	20.6	0.0	0.0	0.0	3.2
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	17.4	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.80	1.00	0.00	0.00	0.46
Lane Grp Cap (c), veh/h	12	0	0	315	42	0	0	342
V/C Ratio (X)	0.49	0.00	0.00	0.73	0.69	0.00	0.00	0.08
Avail Cap (c_a), veh/h	364	0	0	519	364	0	0	558
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.79	0.00	0.00	1.00
Uniform Delay (d1), s/veh	58.9	0.0	0.0	47.4	58.0	0.0	0.0	40.5
Incr Delay (d2), s/veh	27.4	0.0	0.0	3.3	15.0	0.0	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	86.2	0.0	0.0	50.6	73.0	0.0	0.0	40.6
1st-Term Q (Q1), veh/ln	0.2	0.0	0.0	6.7	0.9	0.0	0.0	0.7
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.3	0.2	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.3	0.0	0.0	6.9	1.0	0.0	0.0	0.7
%ile Storage Ratio (RQ%)	0.03	0.00	0.00	0.82	0.01	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	868	0	0	0	917	0	0
Grp Sat Flow (s), veh/h/ln	0	1797	0	0	0	1875	0	0
Q Serve Time (g_s), s	0.0	34.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	34.3	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.01	0.00	0.18	0.00	0.07	0.00	0.32
Lane Grp Cap (c), veh/h	0	1248	0	0	0	1268	0	0
V/C Ratio (X)	0.00	0.70	0.00	0.00	0.00	0.72	0.00	0.00
Avail Cap (c_a), veh/h	0	1248	0	0	0	1268	0	0
Upstream Filter (I)	0.00	0.79	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	10.8	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.6	0.0	0.0	0.0	3.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.4	0.0	0.0	0.0	3.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	12.2	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.9	0.0	0.0	0.0	1.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	13.1	0.0	0.0	0.0	1.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.13	0.00	0.00	0.00	0.14	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		14.6						
HCM 6th LOS		B						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	593	71	129	167	162	41	492	241	194	486	67
Future Volume (veh/h)	129	593	71	129	167	162	41	492	241	194	486	67
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	136	624	75	136	176	171	43	518	0	204	512	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	150	731	88	150	813	363	66	975		206	1122	155
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.09	0.24	0.24	0.09	0.24	0.24	0.04	0.29	0.00	0.13	0.37	0.37
Unsig. Movement Delay												
Ln Grp Delay, s/veh	77.8	39.6	39.7	65.8	21.5	23.5	38.8	22.2	0.0	75.3	18.0	18.0
Ln Grp LOS	E	D	D	E	C	C	D	C		E	B	B
Approach Vol, veh/h		835			483			561			787	
Approach Delay, s/veh		45.9			34.7			23.4			32.8	
Approach LOS		D			C			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	13.4	24.5	11.0	21.1	7.3	30.5	11.0	21.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	8.9	18.6	6.5	18.0	5.9	21.6	6.5	18.0
Max Allow Headway (MAH), s	3.8	5.2	3.8	5.3	3.8	5.3	3.8	4.6
Max Q Clear (g_c+I1), s	10.8	10.9	7.8	15.6	3.8	11.0	7.8	8.7
Green Ext Time (g_e), s	0.0	2.0	0.0	1.0	0.0	2.6	0.0	1.1
Prob of Phs Call (p_c)	0.98	1.00	0.93	1.00	0.57	1.00	0.93	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.13

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1619	1619	1619	1619

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3420	3075	3018	3420

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1525	369	417	1525

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	204	0	136	0	43	0	136	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	8.8	0.0	5.8	0.0	1.8	0.0	5.8	0.0
Cycle Q Clear Time (g_c), s	8.8	0.0	5.8	0.0	1.8	0.0	5.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	206	0	150	0	66	0	150	0
V/C Ratio (X)	0.99	0.00	0.90	0.00	0.66	0.00	0.90	0.00
Avail Cap (c_a), veh/h	206	0	150	0	136	0	150	0
Upstream Filter (I)	0.57	0.00	0.64	0.00	0.52	0.00	1.00	0.00
Uniform Delay (d1), s/veh	30.5	0.0	31.4	0.0	33.1	0.0	31.4	0.0
Incr Delay (d2), s/veh	44.8	0.0	34.3	0.0	5.7	0.0	46.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	75.3	0.0	65.8	0.0	38.8	0.0	77.8	0.0
1st-Term Q (Q1), veh/ln	3.3	0.0	2.2	0.0	0.7	0.0	2.2	0.0
2nd-Term Q (Q2), veh/ln	2.6	0.0	1.4	0.0	0.1	0.0	1.9	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	5.9	0.0	3.6	0.0	0.8	0.0	4.1	0.0
%ile Storage Ratio (RQ%)	0.56	0.00	0.05	0.00	0.12	0.00	1.03	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	1	0	2
Grp Vol (v), veh/h	0	518	0	347	0	289	0	176
Grp Sat Flow (s), veh/h/ln	0	1710	0	1710	0	1710	0	1710
Q Serve Time (g_s), s	0.0	8.9	0.0	13.6	0.0	9.0	0.0	2.9
Cycle Q Clear Time (g_c), s	0.0	8.9	0.0	13.6	0.0	9.0	0.0	2.9
Lane Grp Cap (c), veh/h	0	975	0	407	0	636	0	813
V/C Ratio (X)	0.00	0.53	0.00	0.85	0.00	0.45	0.00	0.22
Avail Cap (c_a), veh/h	0	975	0	440	0	636	0	879
Upstream Filter (I)	0.00	0.52	0.00	1.00	0.00	0.57	0.00	0.64
Uniform Delay (d1), s/veh	0.0	21.1	0.0	25.5	0.0	16.6	0.0	21.4
Incr Delay (d2), s/veh	0.0	1.1	0.0	14.1	0.0	1.3	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.2	0.0	39.6	0.0	18.0	0.0	21.5
1st-Term Q (Q1), veh/ln	0.0	3.4	0.0	5.2	0.0	3.2	0.0	1.1
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	1.6	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.5	0.0	6.8	0.0	3.5	0.0	1.1
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.03	0.00	0.03	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	352	0	294	0	171
Grp Sat Flow (s), veh/h/ln	0	1525	0	1734	0	1725	0	1525
Q Serve Time (g_s), s	0.0	0.0	0.0	13.6	0.0	9.0	0.0	6.7
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	13.6	0.0	9.0	0.0	6.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.21	0.00	0.24	0.00	1.00
Lane Grp Cap (c), veh/h	0	435	0	412	0	641	0	363
V/C Ratio (X)	0.00	0.00	0.00	0.86	0.00	0.46	0.00	0.47
Avail Cap (c_a), veh/h	0	435	0	446	0	641	0	392
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.57	0.00	0.64
Uniform Delay (d1), s/veh	0.0	0.0	0.0	25.5	0.0	16.6	0.0	22.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	14.2	0.0	1.3	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	39.7	0.0	18.0	0.0	23.5
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	5.3	0.0	3.3	0.0	2.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	1.6	0.0	0.2	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.9	0.0	3.5	0.0	2.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	35.3
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	459	114	272	222	55	70	518	246	134	510	97
Future Volume (veh/h)	232	459	114	272	222	55	70	518	246	134	510	97
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	244	483	120	286	234	58	74	545	259	141	537	102
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	275	536	132	315	605	147	92	685	325	168	1462	272
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Prop Arrive On Green	0.23	0.26	0.26	0.26	0.30	0.30	0.08	0.40	0.40	0.14	0.47	0.47
Unsig. Movement Delay												
Ln Grp Delay, s/veh	56.6	57.3	59.3	59.4	27.5	27.6	54.7	35.3	36.1	61.9	18.3	19.1
Ln Grp LOS	E	E	E	E	C	C	D	D	D	E	B	B
Approach Vol, veh/h		847			578			878			780	
Approach Delay, s/veh		57.8			43.3			37.3			26.4	
Approach LOS		E			D			D			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	13.9	31.9	22.0	22.2	9.6	36.1	19.8	24.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	9.7	25.8	18.5	18.0	10.1	25.4	17.7	18.8
Max Allow Headway (MAH), s	3.8	5.3	3.8	5.3	3.8	5.3	3.8	5.3
Max Q Clear (g_c+I1), s	9.6	21.2	17.4	17.6	6.0	9.6	15.1	8.3
Green Ext Time (g_e), s	0.0	2.1	0.1	0.2	0.0	3.7	0.2	1.2
Prob of Phs Call (p_c)	0.97	1.00	1.00	1.00	0.84	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	0.74	0.00	1.00	0.13

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1619		1619		1619		1619	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		2251		2718		4161		2728

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1067		671		775		662

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	141	0	286	0	74	0	244	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	7.6	0.0	15.4	0.0	4.0	0.0	13.1	0.0
Cycle Q Clear Time (g_c), s	7.6	0.0	15.4	0.0	4.0	0.0	13.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	168	0	315	0	92	0	275	0
V/C Ratio (X)	0.84	0.00	0.91	0.00	0.80	0.00	0.89	0.00
Avail Cap (c_a), veh/h	174	0	333	0	182	0	318	0
Upstream Filter (I)	0.82	0.00	1.00	0.00	0.92	0.00	1.00	0.00
Uniform Delay (d1), s/veh	38.0	0.0	32.6	0.0	41.1	0.0	34.0	0.0
Incr Delay (d2), s/veh	23.8	0.0	26.8	0.0	13.6	0.0	22.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	61.9	0.0	59.4	0.0	54.7	0.0	56.6	0.0
1st-Term Q (Q1), veh/ln	2.9	0.0	5.5	0.0	1.6	0.0	4.7	0.0
2nd-Term Q (Q2), veh/ln	1.1	0.0	2.3	0.0	0.3	0.0	1.7	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	4.0	0.0	7.8	0.0	1.9	0.0	6.5	0.0
%ile Storage Ratio (RQ%)	0.56	0.00	0.05	0.00	0.24	0.00	0.73	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	414	0	303	0	421	0	145
Grp Sat Flow (s), veh/h/ln	0	1710	0	1710	0	1638	0	1710
Q Serve Time (g_s), s	0.0	19.1	0.0	15.4	0.0	7.4	0.0	6.1
Cycle Q Clear Time (g_c), s	0.0	19.1	0.0	15.4	0.0	7.4	0.0	6.1
Lane Grp Cap (c), veh/h	0	521	0	337	0	1151	0	379
V/C Ratio (X)	0.00	0.79	0.00	0.90	0.00	0.37	0.00	0.38
Avail Cap (c_a), veh/h	0	521	0	342	0	1151	0	379
Upstream Filter (I)	0.00	0.92	0.00	1.00	0.00	0.82	0.00	1.00
Uniform Delay (d1), s/veh	0.0	24.3	0.0	32.3	0.0	17.5	0.0	26.8
Incr Delay (d2), s/veh	0.0	11.0	0.0	24.9	0.0	0.7	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	35.3	0.0	57.3	0.0	18.3	0.0	27.5
1st-Term Q (Q1), veh/ln	0.0	6.7	0.0	5.8	0.0	2.6	0.0	2.4
2nd-Term Q (Q2), veh/ln	0.0	1.6	0.0	2.3	0.0	0.1	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.3	0.0	8.1	0.0	2.7	0.0	2.4
%ile Storage Ratio (RQ%)	0.00	0.22	0.00	0.04	0.00	0.03	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	390	0	300	0	218	0	147
Grp Sat Flow (s), veh/h/ln	0	1608	0	1679	0	1660	0	1681
Q Serve Time (g_s), s	0.0	19.2	0.0	15.6	0.0	7.6	0.0	6.3
Cycle Q Clear Time (g_c), s	0.0	19.2	0.0	15.6	0.0	7.6	0.0	6.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.66	0.00	0.40	0.00	0.47	0.00	0.39
Lane Grp Cap (c), veh/h	0	489	0	331	0	583	0	373
V/C Ratio (X)	0.00	0.80	0.00	0.91	0.00	0.37	0.00	0.39
Avail Cap (c_a), veh/h	0	489	0	336	0	583	0	373
Upstream Filter (I)	0.00	0.92	0.00	1.00	0.00	0.82	0.00	1.00
Uniform Delay (d1), s/veh	0.0	24.3	0.0	32.4	0.0	17.6	0.0	26.9
Incr Delay (d2), s/veh	0.0	11.8	0.0	26.9	0.0	1.5	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	36.1	0.0	59.3	0.0	19.1	0.0	27.6
1st-Term Q (Q1), veh/ln	0.0	6.4	0.0	5.8	0.0	2.7	0.0	2.4
2nd-Term Q (Q2), veh/ln	0.0	1.6	0.0	2.5	0.0	0.2	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.0	0.0	8.2	0.0	2.9	0.0	2.5
%ile Storage Ratio (RQ%)	0.00	0.21	0.00	0.04	0.00	0.03	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	41.3
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	184	329	169	369	818	0	0	766	479
Future Volume (veh/h)	0	0	0	184	329	169	369	818	0	0	766	479
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1700	1800	1800	1700	1800	0	0	1800	1900
Adj Flow Rate, veh/h				194	346	178	388	861	0	0	806	504
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				207	369	497	404	2049	0	0	1067	503
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Prop Arrive On Green				0.33	0.33	0.33	0.50	1.00	0.00	0.00	0.62	0.31
Unsig. Movement Delay												
Ln Grp Delay, s/veh				60.8	0.0	31.3	55.9	0.4	0.0	0.0	23.4	78.3
Ln Grp LOS				E	A	C	E	A	A	A	C	F
Approach Vol, veh/h					718			1249			1310	
Approach Delay, s/veh					53.5			17.7			44.5	
Approach LOS					D			B			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		76.4	43.6		34.4	42.0		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		69.5	41.5		31.5	33.5		
Max Allow Headway (MAH), s		5.2	5.0		3.8	4.8		
Max Q Clear (g_c+I1), s		2.0	37.6		29.7	39.5		
Green Ext Time (g_e), s		7.7	1.5		0.3	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	1.00		1.00	0.00		
Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			635		1619	0		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3510	1133			3510		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1525			1610		
Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0
Lane Assignment			L+T		L (Prot)			

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	540	0	388	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1768	0	1619	0	0	0
Q Serve Time (g_s), s	0.0	0.0	35.6	0.0	27.7	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	35.6	0.0	27.7	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	37.5	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.36	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	576	0	404	0	0	0
V/C Ratio (X)	0.00	0.00	0.94	0.00	0.96	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	612	0	425	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.70	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	39.2	0.0	29.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	21.5	0.0	26.4	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	60.8	0.0	55.9	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	15.2	0.0	8.1	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	3.4	0.0	3.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	18.7	0.0	11.1	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.45	0.00	1.85	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	861	0	0	0	806	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	0	0	1710	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	20.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	20.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	2049	0	0	0	1067	0	0
V/C Ratio (X)	0.00	0.42	0.00	0.00	0.00	0.76	0.00	0.00
Avail Cap (c_a), veh/h	0	2049	0	0	0	1067	0	0
Upstream Filter (I)	0.00	0.70	0.00	0.00	0.00	0.82	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	19.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	4.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	0.0	0.0	0.0	23.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	5.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.6	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.0	0.0	5.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.15	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	178	0	0	504	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1525	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	10.7	0.0	0.0	37.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	10.7	0.0	0.0	37.5	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	497	0	0	503	0	0
V/C Ratio (X)	0.00	0.00	0.36	0.00	0.00	1.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	528	0	0	503	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.82	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	30.9	0.0	0.0	41.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.0	0.0	37.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	31.3	0.0	0.0	78.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	3.9	0.0	0.0	14.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	5.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	4.0	0.0	0.0	19.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.10	0.00	0.00	0.51	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	36.3
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	363	67	508	0	0	0	0	815	263	237	721	0
Future Volume (veh/h)	363	67	508	0	0	0	0	815	263	237	721	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800				0	1800	1800	1700	1900	0
Adj Flow Rate, veh/h	382	71	535				0	858	277	249	759	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	504	94	528				0	1280	571	271	2091	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Prop Arrive On Green	0.35	0.35	0.35				0.00	0.37	0.37	0.33	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	40.4	0.0	82.0				0.0	34.2	31.6	54.9	0.3	0.0
Ln Grp LOS	D	A	F				A	C	C	D	A	A
Approach Vol, veh/h		988						1135			1008	
Approach Delay, s/veh		62.9						33.5			13.8	
Approach LOS		E						C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		12.0		4.0		
Phs Duration (G+Y+Rc), s	24.6	49.4		46.0		74.0		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	25.5	39.5		41.5		69.5		
Max Allow Headway (MAH), s	3.8	4.9		5.5		5.2		
Max Q Clear (g_c+I1), s	19.7	27.1		43.5		2.0		
Green Ext Time (g_e), s	0.4	5.6		0.0		6.5		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	0.26	0.00		1.00		0.00		

Left-Turn Movement Data			
Assigned Mvmt	1	5	7
Mvmt Sat Flow, veh/h	1619	0	1456

Through Movement Data			
Assigned Mvmt		2	4	6
Mvmt Sat Flow, veh/h		3510	271	3705

Right-Turn Movement Data			
Assigned Mvmt		12	14	16
Mvmt Sat Flow, veh/h		1525	1525	0

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

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	249	0	0	453	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	0	0	1727	0	0	0	0
Q Serve Time (g_s), s	17.7	0.0	0.0	27.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	17.7	0.0	0.0	27.9	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	44.9	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.84	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	271	0	0	597	0	0	0	0
V/C Ratio (X)	0.92	0.00	0.00	0.76	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	344	0	0	597	0	0	0	0
Upstream Filter (I)	0.53	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	39.1	0.0	0.0	34.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	15.8	0.0	0.0	5.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	54.9	0.0	0.0	40.4	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	5.9	0.0	0.0	11.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	1.2	0.0	0.0	0.9	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	7.1	0.0	0.0	12.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.18	0.00	0.00	0.37	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	858	0	0	0	759	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	25.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	25.1	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1280	0	0	0	2091	0	0
V/C Ratio (X)	0.00	0.67	0.00	0.00	0.00	0.36	0.00	0.00
Avail Cap (c_a), veh/h	0	1280	0	0	0	2091	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.53	0.00	0.00
Uniform Delay (d1), s/veh	0.0	31.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.8	0.0	0.0	0.0	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
Control Delay (d), s/veh	0.0	34.2	0.0	0.0	0.0	0.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.3	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	10.8	0.0	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.20	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		T+R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	277	0	535	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1525	0	1525	0	0	0	0
Q Serve Time (g_s), s	0.0	16.7	0.0	41.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	16.7	0.0	41.5	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	571	0	528	0	0	0	0
V/C Ratio (X)	0.00	0.49	0.00	1.01	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	571	0	528	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	28.7	0.0	39.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.9	0.0	42.8	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	31.6	0.0	82.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.1	0.0	15.3	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	6.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	6.5	0.0	21.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.12	0.00	0.63	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	36.4
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1003	560	285	567	0	0	0	0	321	7	136
Future Volume (veh/h)	0	1003	560	285	567	0	0	0	0	321	7	136
Number	7	4	14	3	8	18				1	6	16
Initial Q, veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1800	1800	1600	1800	0				1700	1900	1900
Adj Flow Rate, veh/h	0	1056	0	300	597	0				338	7	143
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	1121		363	1669	0				707	0	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Prop Arrive On Green	0.00	0.33	0.00	0.12	0.49	0.00				0.44	0.44	0.44
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	45.5	0.0	55.3	19.2	0.0				26.4	0.0	21.5
Ln Grp LOS	A	D		E	B	A				C	A	C
Approach Vol, veh/h		1056			897						481	
Approach Delay, s/veh		45.5			31.2						24.9	
Approach LOS		D			C						C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	6		3	4				8
Case No	9.0		2.0	7.0				4.0
Phs Duration (G+Y+Rc), s	56.9		19.2	43.8				63.1
Change Period (Y+Rc), s	4.5		4.5	4.5				4.5
Max Green (Gmax), s	39.5		27.0	40.0				71.5
Max Allow Headway (MAH), s	3.9		3.8	5.2				5.2
Max Q Clear (g_c+I1), s	19.8		13.9	38.0				15.0
Green Ext Time (g_e), s	1.5		0.8	1.3				4.7
Prob of Phs Call (p_c)	1.00		1.00	1.00				1.00
Prob of Max Out (p_x)	0.00		0.00	1.00				0.00

Left-Turn Movement Data			
Assigned Mvmt	1	3	7
Mvmt Sat Flow, veh/h	1619	2956	0

Through Movement Data			
Assigned Mvmt	6	4	8
Mvmt Sat Flow, veh/h	0	3510	3510

Right-Turn Movement Data			
Assigned Mvmt	16	14	18
Mvmt Sat Flow, veh/h	1610	1525	0

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

Lanes in Grp	1	0	2	0	0	0	0	0
Grp Vol (v), veh/h	338	0	300	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	0	1478	0	0	0	0	0
Q Serve Time (g_s), s	17.8	0.0	11.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	17.8	0.0	11.9	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1619	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	39.3	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	707	0	363	0	0	0	0	0
V/C Ratio (X)	0.48	0.00	0.83	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	707	0	665	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.80	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	24.0	0.0	51.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	3.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	26.4	0.0	55.3	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	6.8	0.0	4.4	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.5	0.0	0.2	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	7.2	0.0	4.6	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.56	0.00	0.29	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	6	0	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	2
Grp Vol (v), veh/h	0	0	0	1056	0	0	0	597
Grp Sat Flow (s), veh/h/ln	0	0	0	1710	0	0	0	1710
Q Serve Time (g_s), s	0.0	0.0	0.0	36.0	0.0	0.0	0.0	13.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	36.0	0.0	0.0	0.0	13.0
Lane Grp Cap (c), veh/h	0	0	0	1121	0	0	0	1669
V/C Ratio (X)	0.00	0.00	0.00	0.94	0.00	0.00	0.00	0.36
Avail Cap (c_a), veh/h	0	0	0	1140	0	0	0	2038
Upstream Filter (I)	0.00	0.00	0.00	0.34	0.00	0.00	0.00	0.80
Uniform Delay (d1), s/veh	0.0	0.0	0.0	39.2	0.0	0.0	0.0	19.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.3	0.0	0.0	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	45.5	0.0	0.0	0.0	19.2
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	14.9	0.0	0.0	0.0	5.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	15.9	0.0	0.0	0.0	5.2
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.15	0.00	0.00	0.00	0.32
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	16	0	0	14	0	0	0	18
Lane Assignment	R			R				
Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	143	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1610	0	0	1525	0	0	0	0
Q Serve Time (g_s), s	6.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	6.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	703	0	0	500	0	0	0	0
V/C Ratio (X)	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	703	0	0	508	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	20.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	21.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	36.2
HCM 6th LOS	D

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	1068	0	0	624	259	227	0	498	0	0	0
Future Volume (veh/h)	239	1068	0	0	624	259	227	0	498	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	0	0	1800	1800	1600	1800	1900			
Adj Flow Rate, veh/h	252	1124	0	0	657	273	239	0	524			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Opposing Right Turn Influence	Yes			No			Yes					
Cap, veh/h	274	1490	0	0	1124	349	1491	0	1576			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.34	0.87	0.00	0.00	0.23	0.23	0.49	0.00	0.49			
Unsig. Movement Delay												
Ln Grp Delay, s/veh	54.4	5.9	0.0	0.0	41.7	48.3	17.0	0.0	18.8			
Ln Grp LOS	D	A	A	A	D	D	B	A	B			
Approach Vol, veh/h		1376			930			763				
Approach Delay, s/veh		14.8			43.6			18.3				
Approach LOS		B			D			B				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Case No		9.0		4.0			2.0	7.0
Phs Duration (G+Y+Rc), s		63.2		56.8			24.8	31.9
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5
Max Green (Gmax), s		39.5		71.5			27.0	40.0
Max Allow Headway (MAH), s		4.0		5.2			3.8	4.9
Max Q Clear (g_c+I1), s		13.9		16.8			19.9	22.2
Green Ext Time (g_e), s		3.2		11.3			0.4	5.3
Prob of Phs Call (p_c)		1.00		1.00			1.00	1.00
Prob of Max Out (p_x)		0.00		0.01			0.11	0.13

Left-Turn Movement Data								
Assigned Mvmt		5					7	3
Mvmt Sat Flow, veh/h		3048					1619	0

Through Movement Data								
Assigned Mvmt		2		4				8
Mvmt Sat Flow, veh/h		0		3510				5076

Right-Turn Movement Data								
Assigned Mvmt		12		14				18
Mvmt Sat Flow, veh/h		3220		0				1525

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

Lanes in Grp	0	2	0	0	0	0	1	0
Grp Vol (v), veh/h	0	239	0	0	0	0	252	0
Grp Sat Flow (s), veh/h/ln	0	1524	0	0	0	0	1619	0
Q Serve Time (g_s), s	0.0	5.2	0.0	0.0	0.0	0.0	17.9	0.0
Cycle Q Clear Time (g_c), s	0.0	5.2	0.0	0.0	0.0	0.0	17.9	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1524	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.4
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	1491	0	0	0	0	274	0
V/C Ratio (X)	0.00	0.16	0.00	0.00	0.00	0.00	0.92	0.00
Avail Cap (c_a), veh/h	0	1491	0	0	0	0	364	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.58	0.00
Uniform Delay (d1), s/veh	0.0	17.0	0.0	0.0	0.0	0.0	38.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	15.5	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.0	0.0	0.0	0.0	0.0	54.4	0.0
1st-Term Q (Q1), veh/ln	0.0	1.8	0.0	0.0	0.0	0.0	5.9	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.8	0.0	0.0	0.0	0.0	7.1	0.0
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.00	0.00	0.00	0.44	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	3
Grp Vol (v), veh/h	0	0	0	1124	0	0	0	657
Grp Sat Flow (s), veh/h/ln	0	0	0	1710	0	0	0	1638
Q Serve Time (g_s), s	0.0	0.0	0.0	14.8	0.0	0.0	0.0	14.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	14.8	0.0	0.0	0.0	14.3
Lane Grp Cap (c), veh/h	0	0	0	1490	0	0	0	1124
V/C Ratio (X)	0.00	0.00	0.00	0.75	0.00	0.00	0.00	0.58
Avail Cap (c_a), veh/h	0	0	0	2038	0	0	0	1638
Upstream Filter (I)	0.00	0.00	0.00	0.58	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	5.3	0.0	0.0	0.0	41.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	5.9	0.0	0.0	0.0	41.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	2.2	0.0	0.0	0.0	5.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	2.3	0.0	0.0	0.0	5.8
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.15	0.00	0.00	0.00	0.07
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment		R						R
Lanes in Grp	0	2	0	0	0	0	0	1
Grp Vol (v), veh/h	0	524	0	0	0	0	0	273
Grp Sat Flow (s), veh/h/ln	0	1610	0	0	0	0	0	1525
Q Serve Time (g_s), s	0.0	11.9	0.0	0.0	0.0	0.0	0.0	20.2
Cycle Q Clear Time (g_c), s	0.0	11.9	0.0	0.0	0.0	0.0	0.0	20.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	1576	0	0	0	0	0	349
V/C Ratio (X)	0.00	0.33	0.00	0.00	0.00	0.00	0.00	0.78
Avail Cap (c_a), veh/h	0	1576	0	0	0	0	0	508
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	18.7	0.0	0.0	0.0	0.0	0.0	43.5
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.0	0.0	4.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	18.8	0.0	0.0	0.0	0.0	0.0	48.3
1st-Term Q (Q1), veh/ln	0.0	4.4	0.0	0.0	0.0	0.0	0.0	7.6
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.4	0.0	0.0	0.0	0.0	0.0	8.1
%ile Storage Ratio (RQ%)	0.00	0.21	0.00	0.00	0.00	0.00	0.00	0.92
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	24.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	794	89	133	352	139	31	50	279	169	334	128
Future Volume (veh/h)	163	794	89	133	352	139	31	50	279	169	334	128
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	172	836	94	140	371	146	33	53	294	178	352	135
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	198	963	429	163	468	396	45	615	521	204	1069	403
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.12	0.28	0.28	0.20	0.52	0.52	0.03	0.34	0.34	0.13	0.44	0.44
Unsig. Movement Delay												
Ln Grp Delay, s/veh	63.3	45.1	33.1	56.3	29.7	23.3	78.2	27.1	36.6	71.2	23.1	23.3
Ln Grp LOS	E	D	C	E	C	C	E	C	D	E	C	C
Approach Vol, veh/h		1102			657			380			665	
Approach Delay, s/veh		46.9			33.9			38.9			36.1	
Approach LOS		D			C			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	19.6	45.5	16.6	38.3	7.8	57.3	19.2	35.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	20.5	24.5	18.5	38.5	6.5	38.5	20.5	36.5
Max Allow Headway (MAH), s	3.8	4.2	3.8	5.1	3.8	5.3	3.8	4.9
Max Q Clear (g_c+I1), s	15.0	20.9	12.0	29.9	4.4	13.6	14.5	22.2
Green Ext Time (g_e), s	0.2	0.5	0.2	3.9	0.0	3.1	0.2	2.4
Prob of Phs Call (p_c)	1.00	1.00	0.99	1.00	0.67	1.00	1.00	1.00
Prob of Max Out (p_x)	0.24	0.00	0.08	0.61	1.00	0.00	0.16	0.07

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1619		1619		1619		1619	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1800		3420		2429		1800

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1525		1525		916		1525

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	178	0	140	0	33	0	172	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	13.0	0.0	10.0	0.0	2.4	0.0	12.5	0.0
Cycle Q Clear Time (g_c), s	13.0	0.0	10.0	0.0	2.4	0.0	12.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	204	0	163	0	45	0	198	0
V/C Ratio (X)	0.87	0.00	0.86	0.00	0.73	0.00	0.87	0.00
Avail Cap (c_a), veh/h	277	0	250	0	88	0	277	0
Upstream Filter (I)	1.00	0.00	0.50	0.00	1.00	0.00	0.57	0.00
Uniform Delay (d1), s/veh	51.5	0.0	47.1	0.0	57.9	0.0	51.7	0.0
Incr Delay (d2), s/veh	19.7	0.0	9.2	0.0	20.3	0.0	11.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	71.2	0.0	56.3	0.0	78.2	0.0	63.3	0.0
1st-Term Q (Q1), veh/ln	5.2	0.0	3.7	0.0	1.0	0.0	5.1	0.0
2nd-Term Q (Q2), veh/ln	1.1	0.0	0.4	0.0	0.3	0.0	0.6	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	6.4	0.0	4.1	0.0	1.2	0.0	5.7	0.0
%ile Storage Ratio (RQ%)	1.59	0.00	0.17	0.00	0.14	0.00	0.55	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	2	0	1	0	1
Grp Vol (v), veh/h	0	53	0	836	0	246	0	371
Grp Sat Flow (s), veh/h/ln	0	1800	0	1710	0	1710	0	1800
Q Serve Time (g_s), s	0.0	2.4	0.0	27.9	0.0	11.3	0.0	20.2
Cycle Q Clear Time (g_c), s	0.0	2.4	0.0	27.9	0.0	11.3	0.0	20.2
Lane Grp Cap (c), veh/h	0	615	0	963	0	752	0	468
V/C Ratio (X)	0.00	0.09	0.00	0.87	0.00	0.33	0.00	0.79
Avail Cap (c_a), veh/h	0	615	0	1097	0	752	0	548
Upstream Filter (I)	0.00	1.00	0.00	0.57	0.00	1.00	0.00	0.50
Uniform Delay (d1), s/veh	0.0	26.8	0.0	41.0	0.0	22.0	0.0	26.2
Incr Delay (d2), s/veh	0.0	0.3	0.0	4.1	0.0	1.2	0.0	3.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	27.1	0.0	45.1	0.0	23.1	0.0	29.7
1st-Term Q (Q1), veh/ln	0.0	1.0	0.0	11.7	0.0	4.5	0.0	6.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.6	0.0	0.2	0.0	0.5

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.1	0.0	12.2	0.0	4.8	0.0	6.9
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.16	0.00	0.82	0.00	0.29
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	294	0	94	0	241	0	146
Grp Sat Flow (s), veh/h/ln	0	1525	0	1525	0	1635	0	1525
Q Serve Time (g_s), s	0.0	18.9	0.0	5.7	0.0	11.6	0.0	6.8
Cycle Q Clear Time (g_c), s	0.0	18.9	0.0	5.7	0.0	11.6	0.0	6.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.56	0.00	1.00
Lane Grp Cap (c), veh/h	0	521	0	429	0	719	0	396
V/C Ratio (X)	0.00	0.56	0.00	0.22	0.00	0.33	0.00	0.37
Avail Cap (c_a), veh/h	0	521	0	489	0	719	0	464
Upstream Filter (I)	0.00	1.00	0.00	0.57	0.00	1.00	0.00	0.50
Uniform Delay (d1), s/veh	0.0	32.2	0.0	33.0	0.0	22.1	0.0	23.0
Incr Delay (d2), s/veh	0.0	4.4	0.0	0.1	0.0	1.3	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	36.6	0.0	33.1	0.0	23.3	0.0	23.3
1st-Term Q (Q1), veh/ln	0.0	6.9	0.0	2.1	0.0	4.5	0.0	2.2
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	7.6	0.0	2.1	0.0	4.7	0.0	2.2
%ile Storage Ratio (RQ%)	0.00	0.41	0.00	0.03	0.00	0.81	0.00	0.09
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	40.2
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	472	548	171	37	361	181	84	490	57	266	24	184
Future Volume (veh/h)	472	548	171	37	361	181	84	490	57	266	24	184
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	497	577	180	39	380	191	88	516	60	280	25	194
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	543	690	585	49	414	351	322	850	379	304	84	652
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.24	0.51	0.51	0.03	0.23	0.23	0.25	0.25	0.25	0.19	0.47	0.47
Unsig. Movement Delay												
Ln Grp Delay, s/veh	57.0	31.4	20.3	89.8	68.4	42.1	39.0	43.1	36.2	76.6	0.0	20.4
Ln Grp LOS	E	C	C	F	E	D	D	D	D	E	A	C
Approach Vol, veh/h		1254			610			664			499	
Approach Delay, s/veh		40.0			61.6			42.0			51.9	
Approach LOS		D			E			D			D	

Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4		6	7	8			
Case No		2.0	5.3	2.0	3.0		4.0	2.0	3.0			
Phs Duration (G+Y+Rc), s		27.1	34.3	8.1	50.5		61.4	26.5	32.1			
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5		4.5	4.5	4.5			
Max Green (Gmax), s		24.5	24.5	5.2	47.8		53.5	23.5	29.5			
Max Allow Headway (MAH), s		3.8	5.0	3.8	5.0		5.5	3.8	4.8			
Max Q Clear (g_c+I1), s		22.4	18.0	4.9	34.9		12.4	21.6	26.7			
Green Ext Time (g_e), s		0.2	2.2	0.0	3.7		1.5	0.4	0.8			
Prob of Phs Call (p_c)		1.00	1.00	0.73	1.00		1.00	1.00	1.00			
Prob of Max Out (p_x)		1.00	0.00	1.00	0.25		0.00	1.00	1.00			

Left-Turn Movement Data												
Assigned Mvmt		1	5	3				7				
Mvmt Sat Flow, veh/h		1619	1056	1619				2956				

Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3420		1800		177		1800			

Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			1525		1525		1375		1525			

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

Lanes in Grp	1	1	1	0	0	0	2	0
Grp Vol (v), veh/h	280	88	39	0	0	0	497	0
Grp Sat Flow (s), veh/h/ln	1619	1056	1619	0	0	0	1478	0
Q Serve Time (g_s), s	20.4	8.2	2.9	0.0	0.0	0.0	19.6	0.0
Cycle Q Clear Time (g_c), s	20.4	8.2	2.9	0.0	0.0	0.0	19.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1056	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	29.8	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	29.8	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	8.2	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	304	322	49	0	0	0	543	0
V/C Ratio (X)	0.92	0.27	0.79	0.00	0.00	0.00	0.92	0.00
Avail Cap (c_a), veh/h	331	322	70	0	0	0	579	0
Upstream Filter (I)	1.00	1.00	1.00	0.00	0.00	0.00	0.60	0.00
Uniform Delay (d1), s/veh	47.8	37.0	57.8	0.0	0.0	0.0	44.4	0.0
Incr Delay (d2), s/veh	28.7	2.1	32.0	0.0	0.0	0.0	12.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	76.6	39.0	89.8	0.0	0.0	0.0	57.0	0.0
1st-Term Q (Q1), veh/ln	8.2	2.1	1.2	0.0	0.0	0.0	6.8	0.0
2nd-Term Q (Q2), veh/ln	2.4	0.2	0.4	0.0	0.0	0.0	0.9	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	10.6	2.3	1.6	0.0	0.0	0.0	7.8	0.0
%ile Storage Ratio (RQ%)	1.29	0.39	0.02	0.00	0.00	0.00	0.65	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T				T
Lanes in Grp	0	2	0	1	0	0	0	1
Grp Vol (v), veh/h	0	516	0	577	0	0	0	380
Grp Sat Flow (s), veh/h/ln	0	1710	0	1800	0	0	0	1800
Q Serve Time (g_s), s	0.0	16.0	0.0	32.9	0.0	0.0	0.0	24.7
Cycle Q Clear Time (g_c), s	0.0	16.0	0.0	32.9	0.0	0.0	0.0	24.7
Lane Grp Cap (c), veh/h	0	850	0	690	0	0	0	414
V/C Ratio (X)	0.00	0.61	0.00	0.84	0.00	0.00	0.00	0.92
Avail Cap (c_a), veh/h	0	850	0	717	0	0	0	443
Upstream Filter (I)	0.00	1.00	0.00	0.60	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	39.9	0.0	26.2	0.0	0.0	0.0	45.1
Incr Delay (d2), s/veh	0.0	3.2	0.0	5.2	0.0	0.0	0.0	23.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	43.1	0.0	31.4	0.0	0.0	0.0	68.4
1st-Term Q (Q1), veh/ln	0.0	6.7	0.0	12.6	0.0	0.0	0.0	11.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	1.0	0.0	0.0	0.0	2.7

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	7.1	0.0	13.6	0.0	0.0	0.0	13.7
%ile Storage Ratio (RQ%)	0.00	0.63	0.00	0.56	0.00	0.00	0.00	0.16
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	60	0	180	0	219	0	191
Grp Sat Flow (s), veh/h/ln	0	1525	0	1525	0	1552	0	1525
Q Serve Time (g_s), s	0.0	3.7	0.0	8.2	0.0	10.4	0.0	13.2
Cycle Q Clear Time (g_c), s	0.0	3.7	0.0	8.2	0.0	10.4	0.0	13.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.89	0.00	1.00
Lane Grp Cap (c), veh/h	0	379	0	585	0	736	0	351
V/C Ratio (X)	0.00	0.16	0.00	0.31	0.00	0.30	0.00	0.54
Avail Cap (c_a), veh/h	0	379	0	608	0	736	0	375
Upstream Filter (I)	0.00	1.00	0.00	0.60	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	35.3	0.0	20.2	0.0	19.3	0.0	40.7
Incr Delay (d2), s/veh	0.0	0.9	0.0	0.2	0.0	1.0	0.0	1.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	36.2	0.0	20.3	0.0	20.4	0.0	42.1
1st-Term Q (Q1), veh/ln	0.0	1.4	0.0	2.8	0.0	3.7	0.0	5.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.5	0.0	2.8	0.0	3.9	0.0	5.1
%ile Storage Ratio (RQ%)	0.00	0.53	0.00	0.12	0.00	0.48	0.00	0.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	46.7
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	266	3	166	626	572	0	0	571	737
Future Volume (veh/h)	0	0	0	266	3	166	626	572	0	0	571	737
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1700	1800	1800	1700	1800	0	0	1800	1900
Adj Flow Rate, veh/h				280	3	175	659	602	0	0	601	776
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				305	3	275	586	2497	0	0	1587	520
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	2.00
Prop Arrive On Green				0.18	0.18	0.18	0.72	1.00	0.00	0.00	0.65	0.65
Unsig. Movement Delay												
Ln Grp Delay, s/veh				70.9	0.0	42.8	80.1	0.1	0.0	0.0	13.7	249.2
Ln Grp LOS				E	A	D	F	A	A	A	B	F
Approach Vol, veh/h					458			1261			1377	
Approach Delay, s/veh					60.2			41.9			146.4	
Approach LOS					E			D			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		77.5	22.5		40.7	36.8		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		73.0	18.0		36.2	32.3		
Max Allow Headway (MAH), s		5.2	4.8		3.8	4.5		
Max Q Clear (g_c+I1), s		2.0	18.2		38.2	34.3		
Green Ext Time (g_e), s		4.8	0.0		0.0	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	1.00		1.00	0.00		
Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			1697		1619	0		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3510	18			5076		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1525			1610		
Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0
Lane Assignment			L+T		L (Prot)			

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	283	0	659	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1715	0	1619	0	0	0
Q Serve Time (g_s), s	0.0	0.0	16.2	0.0	36.2	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	16.2	0.0	36.2	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	32.3	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.99	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	309	0	586	0	0	0
V/C Ratio (X)	0.00	0.00	0.92	0.00	1.12	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	309	0	586	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.44	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	40.3	0.0	13.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	30.7	0.0	66.3	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	70.9	0.0	80.1	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	6.7	0.0	4.5	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	2.6	0.0	10.8	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	9.4	0.0	15.3	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.19	0.00	1.39	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	18.2	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	3	0	0
Grp Vol (v), veh/h	0	602	0	0	0	601	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	0	0	1638	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	2497	0	0	0	1587	0	0
V/C Ratio (X)	0.00	0.24	0.00	0.00	0.00	0.38	0.00	0.00
Avail Cap (c_a), veh/h	0	2497	0	0	0	1587	0	0
Upstream Filter (I)	0.00	0.44	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.1	0.0	0.0	0.0	13.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	175	0	0	776	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1525	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	10.6	0.0	0.0	32.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	10.6	0.0	0.0	32.3	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	275	0	0	520	0	0
V/C Ratio (X)	0.00	0.00	0.64	0.00	0.00	1.49	0.00	0.00
Avail Cap (c_a), veh/h	0	0	275	0	0	520	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	38.0	0.0	0.0	17.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	4.8	0.0	0.0	231.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	42.8	0.0	0.0	249.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	3.9	0.0	0.0	6.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.4	0.0	0.0	33.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	4.3	0.0	0.0	39.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.09	0.00	0.00	0.85	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	64.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	91.1
HCM 6th LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	576	8	508	0	0	0	0	692	320	97	531	0
Future Volume (veh/h)	576	8	508	0	0	0	0	692	320	97	531	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800				0	1800	1800	1700	1900	0
Adj Flow Rate, veh/h	606	8	535				0	728	337	102	559	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	534	7	471				0	871	270	122	1060	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Prop Arrive On Green	0.62	0.62	0.62				0.00	0.35	0.35	0.15	0.59	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	93.7	0.0	0.0				0.0	43.4	173.4	81.0	19.9	0.0
Ln Grp LOS	F	A	A				A	D	F	F	B	A
Approach Vol, veh/h		1149						1065			661	
Approach Delay, s/veh		93.7						84.5			29.3	
Approach LOS		F						F			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		12.0		4.0		
Phs Duration (G+Y+Rc), s	12.8	24.0		73.2		36.8		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	8.3	19.5		68.7		32.3		
Max Allow Headway (MAH), s	3.8	4.8		5.4		5.2		
Max Q Clear (g_c+I1), s	8.7	21.5		70.7		12.2		
Green Ext Time (g_e), s	0.0	0.0		0.0		3.7		
Prob of Phs Call (p_c)	0.96	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	1619	0		855				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5076		11		3705		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1525		755		0		

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

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	102	0	0	1149	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	0	0	1621	0	0	0	0
Q Serve Time (g_s), s	6.7	0.0	0.0	68.7	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	6.7	0.0	0.0	68.7	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	19.5	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.53	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	122	0	0	1013	0	0	0	0
V/C Ratio (X)	0.83	0.00	0.00	1.13	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	122	0	0	1013	0	0	0	0
Upstream Filter (I)	0.93	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	46.0	0.0	0.0	20.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	34.9	0.0	0.0	73.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	81.0	0.0	0.0	93.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	2.5	0.0	0.0	23.2	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	1.2	0.0	0.0	20.5	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	3.7	0.0	0.0	43.7	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.34	0.00	0.00	0.75	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	34.1	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	3	0	0	0	2	0	0
Grp Vol (v), veh/h	0	728	0	0	0	559	0	0
Grp Sat Flow (s), veh/h/ln	0	1638	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	14.9	0.0	0.0	0.0	10.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	14.9	0.0	0.0	0.0	10.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	871	0	0	0	1060	0	0
V/C Ratio (X)	0.00	0.84	0.00	0.00	0.00	0.53	0.00	0.00
Avail Cap (c_a), veh/h	0	871	0	0	0	1060	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.93	0.00	0.00
Uniform Delay (d1), s/veh	0.0	34.0	0.0	0.0	0.0	18.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	9.3	0.0	0.0	0.0	1.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	43.4	0.0	0.0	0.0	19.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.8	0.0	0.0	0.0	3.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.8	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.6	0.0	0.0	0.0	3.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.18	0.00	0.00	0.00	0.33	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	337	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1525	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	19.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	19.5	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.47	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	270	0	0	0	0	0	0
V/C Ratio (X)	0.00	1.25	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	270	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	35.5	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	137.9	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	173.4	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.8	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	10.4	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	16.2	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.51	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	16.6	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		75.5						
HCM 6th LOS		E						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	258	64	425	732	148	76	209	269	202	496	70
Future Volume (veh/h)	30	258	64	425	732	148	76	209	269	202	496	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	32	272	67	447	771	156	80	220	283	213	522	74
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	50	361	87	423	1028	208	99	953	425	207	1038	147
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.13	0.13	0.52	0.73	0.73	0.06	0.28	0.28	0.13	0.35	0.35
Unsig. Movement Delay												
Ln Grp Delay, s/veh	56.4	42.4	43.4	77.2	13.2	13.3	68.2	25.6	36.6	109.7	26.4	26.4
Ln Grp LOS	E	D	D	F	B	B	E	C	D	F	C	C
Approach Vol, veh/h		371			1374			583			809	
Approach Delay, s/veh		44.1			34.0			36.8			48.3	
Approach LOS		D			C			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	16.0	29.6	28.0	16.4	10.0	35.6	7.3	37.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	11.5	19.0	23.5	18.0	6.7	23.8	5.0	36.5
Max Allow Headway (MAH), s	3.8	4.6	3.8	5.3	3.8	5.3	3.8	5.3
Max Q Clear (g_c+I1), s	13.5	16.8	25.5	10.8	6.4	14.4	3.8	16.7
Green Ext Time (g_e), s	0.0	0.6	0.0	1.1	0.0	2.5	0.0	6.1
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.86	1.00	0.55	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.52	1.00	0.00	1.00	0.18

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1619	1619	1619	1619

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3420	2730	3009	2834

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1525	661	425	573

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	213	0	447	0	80	0	32	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	11.5	0.0	23.5	0.0	4.4	0.0	1.8	0.0
Cycle Q Clear Time (g_c), s	11.5	0.0	23.5	0.0	4.4	0.0	1.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	207	0	423	0	99	0	50	0
V/C Ratio (X)	1.03	0.00	1.06	0.00	0.80	0.00	0.65	0.00
Avail Cap (c_a), veh/h	207	0	423	0	121	0	90	0
Upstream Filter (I)	1.00	0.00	0.82	0.00	0.98	0.00	1.00	0.00
Uniform Delay (d1), s/veh	39.3	0.0	21.5	0.0	41.7	0.0	43.1	0.0
Incr Delay (d2), s/veh	70.5	0.0	55.7	0.0	26.5	0.0	13.2	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	109.7	0.0	77.2	0.0	68.2	0.0	56.4	0.0
1st-Term Q (Q1), veh/ln	4.5	0.0	5.4	0.0	1.7	0.0	0.7	0.0
2nd-Term Q (Q2), veh/ln	4.1	0.0	6.5	0.0	0.7	0.0	0.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	8.5	0.0	12.0	0.0	2.5	0.0	0.9	0.0
%ile Storage Ratio (RQ%)	0.13	0.00	0.11	0.00	0.12	0.00	0.01	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	1.5	0.0	6.1	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	1	0	1
Grp Vol (v), veh/h	0	220	0	169	0	296	0	465
Grp Sat Flow (s), veh/h/ln	0	1710	0	1710	0	1710	0	1710
Q Serve Time (g_s), s	0.0	4.5	0.0	8.5	0.0	12.3	0.0	14.7
Cycle Q Clear Time (g_c), s	0.0	4.5	0.0	8.5	0.0	12.3	0.0	14.7
Lane Grp Cap (c), veh/h	0	953	0	226	0	590	0	621
V/C Ratio (X)	0.00	0.23	0.00	0.74	0.00	0.50	0.00	0.75
Avail Cap (c_a), veh/h	0	953	0	342	0	590	0	694
Upstream Filter (I)	0.00	0.98	0.00	1.00	0.00	1.00	0.00	0.82
Uniform Delay (d1), s/veh	0.0	25.0	0.0	37.6	0.0	23.3	0.0	9.9
Incr Delay (d2), s/veh	0.0	0.6	0.0	4.8	0.0	3.0	0.0	3.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.6	0.0	42.4	0.0	26.4	0.0	13.2
1st-Term Q (Q1), veh/ln	0.0	1.8	0.0	3.5	0.0	4.8	0.0	3.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.3	0.0	0.5	0.0	0.6

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.9	0.0	3.8	0.0	5.3	0.0	3.5
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.05	0.00	0.08	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	283	0	170	0	300	0	462
Grp Sat Flow (s), veh/h/ln	0	1525	0	1681	0	1724	0	1697
Q Serve Time (g_s), s	0.0	14.8	0.0	8.8	0.0	12.4	0.0	14.7
Cycle Q Clear Time (g_c), s	0.0	14.8	0.0	8.8	0.0	12.4	0.0	14.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.39	0.00	0.25	0.00	0.34
Lane Grp Cap (c), veh/h	0	425	0	223	0	595	0	616
V/C Ratio (X)	0.00	0.67	0.00	0.77	0.00	0.50	0.00	0.75
Avail Cap (c_a), veh/h	0	425	0	336	0	595	0	688
Upstream Filter (I)	0.00	0.98	0.00	1.00	0.00	1.00	0.00	0.82
Uniform Delay (d1), s/veh	0.0	28.7	0.0	37.7	0.0	23.4	0.0	9.9
Incr Delay (d2), s/veh	0.0	7.8	0.0	5.7	0.0	3.0	0.0	3.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	36.6	0.0	43.4	0.0	26.4	0.0	13.3
1st-Term Q (Q1), veh/ln	0.0	5.3	0.0	3.6	0.0	4.9	0.0	2.9
2nd-Term Q (Q2), veh/ln	0.0	0.9	0.0	0.4	0.0	0.5	0.0	0.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	6.2	0.0	3.9	0.0	5.4	0.0	3.5
%ile Storage Ratio (RQ%)	0.00	0.31	0.00	0.05	0.00	0.08	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	39.4
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	3	232	4	4	29	182	403	5	16	789	226
Future Volume (veh/h)	111	3	232	4	4	29	182	403	5	16	789	226
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	117	3	0	4	4	31	192	424	5	17	831	238
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	167	226		62	33	44	217	2576	30	29	1648	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.06	0.13	0.00	0.03	0.03	0.03	0.13	0.74	0.74	0.02	0.63	0.63
Unsig. Movement Delay												
Ln Grp Delay, s/veh	60.9	46.0	0.0	56.9	0.0	76.7	76.7	4.8	4.7	68.2	13.1	13.1
Ln Grp LOS	E	D		E	A	E	E	A	A	E	B	B
Approach Vol, veh/h		120			39			621			1086	
Approach Delay, s/veh		60.5			72.7			27.0			14.0	
Approach LOS		E			E			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Case No	2.0	4.0		3.0	2.0	4.0	2.0	8.3
Phs Duration (G+Y+Rc), s	6.7	93.8		19.5	20.6	79.9	11.3	8.3
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	19.0	32.0		55.5	19.0	32.0	19.0	32.0
Max Allow Headway (MAH), s	3.8	5.2		5.2	3.8	5.3	3.8	5.5
Max Q Clear (g_c+I1), s	3.3	6.3		2.2	16.0	22.7	6.7	4.7
Green Ext Time (g_e), s	0.0	2.6		0.0	0.1	4.7	0.2	0.2
Prob of Phs Call (p_c)	0.43	1.00		1.00	1.00	1.00	0.98	0.75
Prob of Max Out (p_x)	0.00	0.00		0.00	1.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1				5		7	3
Mvmt Sat Flow, veh/h	1619				1619		2956	557

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3462		1800		2624		1063

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		41		1525		751		1388

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

Lanes in Grp	1	0	0	0	1	0	2	1
Grp Vol (v), veh/h	17	0	0	0	192	0	117	8
Grp Sat Flow (s), veh/h/ln	1619	0	0	0	1619	0	1478	1620
Q Serve Time (g_s), s	1.3	0.0	0.0	0.0	14.0	0.0	4.7	0.0
Cycle Q Clear Time (g_c), s	1.3	0.0	0.0	0.0	14.0	0.0	4.7	0.5
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	1436
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	0.50
Lane Grp Cap (c), veh/h	29	0	0	0	217	0	167	96
V/C Ratio (X)	0.58	0.00	0.00	0.00	0.88	0.00	0.70	0.08
Avail Cap (c_a), veh/h	256	0	0	0	256	0	468	460
Upstream Filter (I)	0.55	0.00	0.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d1), s/veh	58.5	0.0	0.0	0.0	51.0	0.0	55.6	56.5
Incr Delay (d2), s/veh	9.7	0.0	0.0	0.0	25.7	0.0	5.3	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	68.2	0.0	0.0	0.0	76.7	0.0	60.9	56.9
1st-Term Q (Q1), veh/ln	0.5	0.0	0.0	0.0	5.7	0.0	1.7	0.2
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	1.5	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.6	0.0	0.0	0.0	7.2	0.0	1.9	0.2
%ile Storage Ratio (RQ%)	0.03	0.00	0.00	0.00	0.03	0.00	0.05	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	209	0	3	0	541	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	1800	0	1710	0	0
Q Serve Time (g_s), s	0.0	4.3	0.0	0.2	0.0	20.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.3	0.0	0.2	0.0	20.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	1273	0	226	0	1074	0	0
V/C Ratio (X)	0.00	0.16	0.00	0.01	0.00	0.50	0.00	0.00
Avail Cap (c_a), veh/h	0	1273	0	833	0	1074	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.55	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.5	0.0	46.0	0.0	12.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.9	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.8	0.0	46.0	0.0	13.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.3	0.0	0.1	0.0	7.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.4	0.0	0.1	0.0	7.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.39	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	220	0	0	0	528	0	31
Grp Sat Flow (s), veh/h/ln	0	1793	0	1525	0	1665	0	1388
Q Serve Time (g_s), s	0.0	4.3	0.0	0.0	0.0	20.7	0.0	2.7
Cycle Q Clear Time (g_c), s	0.0	4.3	0.0	0.0	0.0	20.7	0.0	2.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.02	0.00	1.00	0.00	0.45	0.00	1.00
Lane Grp Cap (c), veh/h	0	1334	0	191	0	1046	0	44
V/C Ratio (X)	0.00	0.16	0.00	0.00	0.00	0.50	0.00	0.71
Avail Cap (c_a), veh/h	0	1334	0	706	0	1046	0	370
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.55	0.00	1.00
Uniform Delay (d1), s/veh	0.0	4.5	0.0	0.0	0.0	12.2	0.0	57.6
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	1.0	0.0	19.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.7	0.0	0.0	0.0	13.1	0.0	76.7
1st-Term Q (Q1), veh/ln	0.0	1.4	0.0	0.0	0.0	7.4	0.0	0.9
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.3	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.5	0.0	0.0	0.0	7.6	0.0	1.2
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.38	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	22.5
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	4	33	0	30	11	540	28	36	984	15
Future Volume (veh/h)	5	0	4	33	0	30	11	540	28	36	984	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	0	1800	1800	1800	1800	1700	1900	1900
Adj Flow Rate, veh/h	5	0	4	35	0	32	12	568	29	38	1036	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	47	0	0	46	0	0	41	1368	1191	48	1582	24
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Prop Arrive On Green	0.01	0.00	0.01	0.03	0.00	0.00	1.00	1.00	1.00	0.03	0.85	0.85
Unsig. Movement Delay												
Ln Grp Delay, s/veh	60.8	0.0	0.0	79.3	0.0	0.0	0.9	0.0	0.0	81.3	0.0	5.2
Ln Grp LOS	E	A	A	E	A	A	A	A	A	F	A	A
Approach Vol, veh/h		9			35			609			1090	
Approach Delay, s/veh		60.8			79.3			0.9			7.9	
Approach LOS		E			E			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6		
Case No	2.0	7.3	2.0	8.3		4.0		
Phs Duration (G+Y+Rc), s	8.1	98.2	7.9	5.8		106.3		
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5		
Max Green (Gmax), s	15.1	30.7	28.1	28.1		50.3		
Max Allow Headway (MAH), s	3.8	5.3	3.8	5.4		5.2		
Max Q Clear (g_c+I1), s	4.8	2.0	4.6	2.1		24.8		
Green Ext Time (g_e), s	0.0	4.5	0.1	0.0		10.3		
Prob of Phs Call (p_c)	0.72	1.00	0.69	0.26		1.00		
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00		0.00		

Left-Turn Movement Data				
Assigned Mvmt	1	5	3	7
Mvmt Sat Flow, veh/h	1619	14	1619	0

Through Movement Data			
Assigned Mvmt	2	4	6
Mvmt Sat Flow, veh/h	1752	0	1866

Right-Turn Movement Data			
Assigned Mvmt	12	14	16
Mvmt Sat Flow, veh/h	1525	0	29

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

Lanes in Grp	1	1	1	1	0	0	0	0
Grp Vol (v), veh/h	38	580	35	9	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	1766	1619	0	0	0	0	0
Q Serve Time (g_s), s	2.8	0.0	2.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	2.8	0.0	2.6	0.1	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	545	0	1399	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	93.7	0.0	0.1	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	79.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	57.3	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.02	1.00	0.56	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	48	1409	46	47	0	0	0	0
V/C Ratio (X)	0.78	0.41	0.75	0.19	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	204	1409	379	361	0	0	0	0
Upstream Filter (I)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	57.8	0.0	57.9	58.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	23.5	0.9	21.4	2.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	81.3	0.9	79.3	60.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.1	0.0	1.1	0.3	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.5	0.3	1.3	0.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.15	0.02	0.02	0.02	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	29	0	0	0	1052	0	0
Grp Sat Flow (s), veh/h/ln	0	1525	0	0	0	1895	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	22.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	22.8	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.44	0.00	0.02	0.00	0.00
Lane Grp Cap (c), veh/h	0	1191	0	0	0	1607	0	0
V/C Ratio (X)	0.00	0.02	0.00	0.00	0.00	0.65	0.00	0.00
Avail Cap (c_a), veh/h	0	1191	0	0	0	1607	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	5.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	5.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.62	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		7.1						
HCM 6th LOS		A						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	65	21	13	13	10	67	610	22	14	813	110
Future Volume (veh/h)	29	65	21	13	13	10	67	610	22	14	813	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1900	1700	1900	1900
Adj Flow Rate, veh/h	31	68	22	14	14	11	71	642	23	15	856	116
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	67	96	28	78	70	42	90	1343	48	27	1210	164
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Prop Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.06	0.78	0.78	0.03	1.00	1.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	56.6	0.0	0.0	51.0	0.0	0.0	69.7	0.0	5.8	75.1	0.0	3.1
Ln Grp LOS	E	A	A	D	A	A	E	A	A	E	A	A
Approach Vol, veh/h		121			39			736			987	
Approach Delay, s/veh		56.6			51.0			12.0			4.2	
Approach LOS		E			D			B			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	2.0	4.0		8.0	2.0	4.0		8.0
Phs Duration (G+Y+Rc), s	6.5	97.8		15.7	11.1	93.1		15.7
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green (Gmax), s	27.0	39.5		40.0	27.0	39.5		40.0
Max Allow Headway (MAH), s	3.8	5.2		5.3	3.8	5.3		5.4
Max Q Clear (g_c+I1), s	3.1	17.8		10.6	7.2	2.0		4.5
Green Ext Time (g_e), s	0.0	4.7		0.7	0.1	10.3		0.2
Prob of Phs Call (p_c)	0.39	1.00		1.00	0.91	1.00		1.00
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1619			313	1619			394

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1727		1026		1638		753

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		62		298		222		451

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

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	15	0	0	121	71	0	0	39
Grp Sat Flow (s), veh/h/ln	1619	0	0	1637	1619	0	0	1598
Q Serve Time (g_s), s	1.1	0.0	0.0	6.0	5.2	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	1.1	0.0	0.0	8.6	5.2	0.0	0.0	2.5
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1408	0	0	0	1327
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1777	0	0	0	1580
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	11.2	0.0	0.0	0.0	11.2
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	8.7	0.0	0.0	0.0	2.6
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	2.7	0.0	0.0	0.0	3.3
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	2.7	0.0	0.0	0.0	2.5
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.26	1.00	0.00	0.00	0.36
Lane Grp Cap (c), veh/h	27	0	0	191	90	0	0	190
V/C Ratio (X)	0.57	0.00	0.00	0.63	0.79	0.00	0.00	0.20
Avail Cap (c_a), veh/h	364	0	0	575	364	0	0	548
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.95	0.00	0.00	1.00
Uniform Delay (d1), s/veh	57.6	0.0	0.0	53.1	56.0	0.0	0.0	50.4
Incr Delay (d2), s/veh	17.5	0.0	0.0	3.5	13.7	0.0	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	75.1	0.0	0.0	56.6	69.7	0.0	0.0	51.0
1st-Term Q (Q1), veh/ln	0.4	0.0	0.0	3.6	2.1	0.0	0.0	1.1
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.2	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.6	0.0	0.0	3.7	2.5	0.0	0.0	1.1
%ile Storage Ratio (RQ%)	0.06	0.00	0.00	0.44	0.02	0.00	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	665	0	0	0	972	0	0
Grp Sat Flow (s), veh/h/ln	0	1789	0	0	0	1860	0	0
Q Serve Time (g_s), s	0.0	15.8	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.8	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.03	0.00	0.18	0.00	0.12	0.00	0.28
Lane Grp Cap (c), veh/h	0	1391	0	0	0	1374	0	0
V/C Ratio (X)	0.00	0.48	0.00	0.00	0.00	0.71	0.00	0.00
Avail Cap (c_a), veh/h	0	1391	0	0	0	1374	0	0
Upstream Filter (I)	0.00	0.95	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.0	3.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.8	0.0	0.0	0.0	3.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	1.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.2	0.0	0.0	0.0	1.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.00	0.00	0.13	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.6
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	191	31	196	435	151	134	306	136	123	595	90
Future Volume (veh/h)	67	191	31	196	435	151	134	306	136	123	595	90
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	71	201	33	206	458	159	141	322	0	129	626	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	88	291	47	241	661	295	170	1554		158	1332	202
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.05	0.10	0.10	0.15	0.19	0.19	0.10	0.45	0.00	0.10	0.45	0.45
Unsig. Movement Delay												
Ln Grp Delay, s/veh	81.1	44.0	44.5	41.6	34.3	33.2	59.7	15.1	0.0	45.8	18.6	18.6
Ln Grp LOS	F	D	D	D	C	C	E	B		D	B	B
Approach Vol, veh/h		305			823			463			850	
Approach Delay, s/veh		52.8			35.9			28.7			22.7	
Approach LOS		D			D			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	13.3	45.4	17.9	13.4	13.9	44.8	9.4	21.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	14.5	19.0	20.5	18.0	10.9	22.6	5.0	33.5
Max Allow Headway (MAH), s	3.8	5.2	3.8	5.3	3.8	5.3	3.8	4.9
Max Q Clear (g_c+I1), s	9.0	7.1	13.2	8.0	9.7	15.3	5.9	13.2
Green Ext Time (g_e), s	0.1	1.6	0.3	0.9	0.0	2.6	0.0	3.5
Prob of Phs Call (p_c)	0.96	1.00	0.99	1.00	0.97	1.00	0.83	1.00
Prob of Max Out (p_x)	0.20	0.00	0.07	0.12	1.00	0.00	1.00	0.02

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1619	1619	1619	1619

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3420	2948	2978	3420

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1525	476	451	1525

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	129	0	206	0	141	0	71	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	7.0	0.0	11.2	0.0	7.7	0.0	3.9	0.0
Cycle Q Clear Time (g_c), s	7.0	0.0	11.2	0.0	7.7	0.0	3.9	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	158	0	241	0	170	0	88	0
V/C Ratio (X)	0.81	0.00	0.85	0.00	0.83	0.00	0.81	0.00
Avail Cap (c_a), veh/h	261	0	369	0	196	0	90	0
Upstream Filter (I)	0.59	0.00	0.34	0.00	0.88	0.00	1.00	0.00
Uniform Delay (d1), s/veh	39.8	0.0	37.3	0.0	39.5	0.0	42.1	0.0
Incr Delay (d2), s/veh	6.0	0.0	4.3	0.0	20.2	0.0	39.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	45.8	0.0	41.6	0.0	59.7	0.0	81.1	0.0
1st-Term Q (Q1), veh/ln	2.8	0.0	4.3	0.0	3.0	0.0	1.5	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.3	0.0	1.0	0.0	1.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	3.0	0.0	4.6	0.0	4.0	0.0	2.5	0.0
%ile Storage Ratio (RQ%)	0.29	0.00	0.06	0.00	0.58	0.00	0.62	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	1	0	2
Grp Vol (v), veh/h	0	322	0	115	0	359	0	458
Grp Sat Flow (s), veh/h/ln	0	1710	0	1710	0	1710	0	1710
Q Serve Time (g_s), s	0.0	5.1	0.0	5.9	0.0	13.2	0.0	11.2
Cycle Q Clear Time (g_c), s	0.0	5.1	0.0	5.9	0.0	13.2	0.0	11.2
Lane Grp Cap (c), veh/h	0	1554	0	169	0	765	0	661
V/C Ratio (X)	0.00	0.21	0.00	0.68	0.00	0.47	0.00	0.69
Avail Cap (c_a), veh/h	0	1554	0	342	0	765	0	1273
Upstream Filter (I)	0.00	0.88	0.00	1.00	0.00	0.59	0.00	0.34
Uniform Delay (d1), s/veh	0.0	14.8	0.0	39.2	0.0	17.4	0.0	33.8
Incr Delay (d2), s/veh	0.0	0.3	0.0	4.8	0.0	1.2	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.1	0.0	44.0	0.0	18.6	0.0	34.3
1st-Term Q (Q1), veh/ln	0.0	1.9	0.0	2.4	0.0	5.0	0.0	4.6
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.2	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.0	0.0	2.7	0.0	5.2	0.0	4.6
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.01	0.00	0.05	0.00	0.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	119	0	362	0	159
Grp Sat Flow (s), veh/h/ln	0	1525	0	1714	0	1719	0	1525
Q Serve Time (g_s), s	0.0	0.0	0.0	6.0	0.0	13.3	0.0	8.4
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	6.0	0.0	13.3	0.0	8.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.28	0.00	0.26	0.00	1.00
Lane Grp Cap (c), veh/h	0	693	0	169	0	769	0	295
V/C Ratio (X)	0.00	0.00	0.00	0.70	0.00	0.47	0.00	0.54
Avail Cap (c_a), veh/h	0	693	0	343	0	769	0	568
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.59	0.00	0.34
Uniform Delay (d1), s/veh	0.0	0.0	0.0	39.3	0.0	17.4	0.0	32.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	5.2	0.0	1.2	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	44.5	0.0	18.6	0.0	33.2
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	2.5	0.0	5.0	0.0	3.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	2.8	0.0	5.3	0.0	3.1
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.01	0.00	0.05	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	79	50	264	306	87	90	426	150	73	497	125
Future Volume (veh/h)	79	79	50	264	306	87	90	426	150	73	497	125
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	83	83	53	278	322	92	95	448	158	77	523	132
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	104	156	92	313	539	152	118	1075	376	95	1646	405
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.06	0.08	0.08	0.19	0.20	0.20	0.07	0.43	0.43	0.06	0.42	0.42
Unsig. Movement Delay												
Ln Grp Delay, s/veh	47.7	36.6	37.8	54.6	28.6	28.8	63.6	16.3	16.4	60.0	15.1	15.6
Ln Grp LOS	D	D	D	D	C	C	E	B	B	E	B	B
Approach Vol, veh/h		219			692			701			732	
Approach Delay, s/veh		41.2			39.1			22.7			20.0	
Approach LOS		D			D			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	8.9	36.9	19.0	10.2	10.0	35.9	9.3	19.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.0	19.5	14.5	18.0	5.5	19.0	9.9	22.6
Max Allow Headway (MAH), s	3.8	5.3	3.8	5.4	3.8	5.3	3.8	5.3
Max Q Clear (g_c+I1), s	5.5	11.5	14.5	5.1	6.3	8.9	5.8	10.5
Green Ext Time (g_e), s	0.0	2.4	0.0	0.5	0.0	3.1	0.1	1.9
Prob of Phs Call (p_c)	0.80	1.00	1.00	1.00	0.86	1.00	0.82	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.01	1.00	0.00	0.71	0.13

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1619	1619	1619	1619

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	2485	2068	3933	2636

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	869	1222	968	741

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	77	0	278	0	95	0	83	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	3.5	0.0	12.5	0.0	4.3	0.0	3.8	0.0
Cycle Q Clear Time (g_c), s	3.5	0.0	12.5	0.0	4.3	0.0	3.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	95	0	313	0	118	0	104	0
V/C Ratio (X)	0.81	0.00	0.89	0.00	0.81	0.00	0.80	0.00
Avail Cap (c_a), veh/h	108	0	313	0	119	0	214	0
Upstream Filter (I)	0.74	0.00	1.00	0.00	0.90	0.00	1.00	0.00
Uniform Delay (d1), s/veh	34.9	0.0	29.5	0.0	34.2	0.0	34.6	0.0
Incr Delay (d2), s/veh	25.1	0.0	25.1	0.0	29.4	0.0	13.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	60.0	0.0	54.6	0.0	63.6	0.0	47.7	0.0
1st-Term Q (Q1), veh/ln	1.4	0.0	4.7	0.0	1.7	0.0	1.5	0.0
2nd-Term Q (Q2), veh/ln	0.7	0.0	2.2	0.0	1.0	0.0	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.0	0.0	6.9	0.0	2.6	0.0	1.8	0.0
%ile Storage Ratio (RQ%)	0.28	0.00	0.05	0.00	0.33	0.00	0.21	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	307	0	67	0	433	0	207
Grp Sat Flow (s), veh/h/ln	0	1710	0	1710	0	1638	0	1710
Q Serve Time (g_s), s	0.0	9.3	0.0	2.8	0.0	6.6	0.0	8.2
Cycle Q Clear Time (g_c), s	0.0	9.3	0.0	2.8	0.0	6.6	0.0	8.2
Lane Grp Cap (c), veh/h	0	739	0	129	0	1371	0	350
V/C Ratio (X)	0.00	0.42	0.00	0.52	0.00	0.32	0.00	0.59
Avail Cap (c_a), veh/h	0	739	0	410	0	1371	0	515
Upstream Filter (I)	0.00	0.90	0.00	1.00	0.00	0.74	0.00	1.00
Uniform Delay (d1), s/veh	0.0	14.7	0.0	33.4	0.0	14.6	0.0	27.0
Incr Delay (d2), s/veh	0.0	1.5	0.0	3.3	0.0	0.4	0.0	1.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.3	0.0	36.6	0.0	15.1	0.0	28.6
1st-Term Q (Q1), veh/ln	0.0	3.3	0.0	1.2	0.0	2.3	0.0	3.2
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.1	0.0	0.1	0.0	0.2

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.7	0.0	1.3	0.0	2.4	0.0	3.4
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.01	0.00	0.02	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	299	0	69	0	222	0	207
Grp Sat Flow (s), veh/h/ln	0	1644	0	1580	0	1626	0	1667
Q Serve Time (g_s), s	0.0	9.5	0.0	3.1	0.0	6.9	0.0	8.5
Cycle Q Clear Time (g_c), s	0.0	9.5	0.0	3.1	0.0	6.9	0.0	8.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.53	0.00	0.77	0.00	0.60	0.00	0.44
Lane Grp Cap (c), veh/h	0	711	0	119	0	680	0	341
V/C Ratio (X)	0.00	0.42	0.00	0.58	0.00	0.33	0.00	0.61
Avail Cap (c_a), veh/h	0	711	0	379	0	680	0	502
Upstream Filter (I)	0.00	0.90	0.00	1.00	0.00	0.74	0.00	1.00
Uniform Delay (d1), s/veh	0.0	14.8	0.0	33.5	0.0	14.7	0.0	27.1
Incr Delay (d2), s/veh	0.0	1.6	0.0	4.3	0.0	0.9	0.0	1.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.4	0.0	37.8	0.0	15.6	0.0	28.8
1st-Term Q (Q1), veh/ln	0.0	3.3	0.0	1.2	0.0	2.4	0.0	3.2
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.1	0.0	0.2	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.6	0.0	1.3	0.0	2.5	0.0	3.4
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.01	0.00	0.03	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	28.4
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	336	339	375	485	649	0	0	409	267
Future Volume (veh/h)	0	0	0	336	339	375	485	649	0	0	409	267
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1700	1800	1800	1700	1800	0	0	1800	1900
Adj Flow Rate, veh/h				354	357	395	511	683	0	0	431	281
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				337	340	587	461	1795	0	0	667	314
HCM Platoon Ratio				1.00	2.00	2.00	2.00	2.00	1.00	1.00	2.00	2.00
Prop Arrive On Green				0.38	0.77	0.77	0.57	1.00	0.00	0.00	0.39	0.39
Unsig. Movement Delay												
Ln Grp Delay, s/veh				70.0	0.0	11.5	89.3	0.4	0.0	0.0	31.7	55.7
Ln Grp LOS				F	A	B	F	A	A	A	C	E
Approach Vol, veh/h					1106			1194			712	
Approach Delay, s/veh					49.1			38.5			41.1	
Approach LOS					D			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		57.0	43.0		33.0	24.0		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		52.5	38.5		28.5	19.5		
Max Allow Headway (MAH), s		5.2	4.9		3.8	4.8		
Max Q Clear (g_c+I1), s		2.0	40.5		30.5	18.4		
Green Ext Time (g_e), s		5.6	0.0		0.0	0.5		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	1.00		1.00	0.00		
Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			874		1619	0		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3510	882			3510		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1525			1610		
Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0
Lane Assignment			L+T		L (Prot)			

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	711	0	511	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1756	0	1619	0	0	0
Q Serve Time (g_s), s	0.0	0.0	38.5	0.0	28.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	38.5	0.0	28.5	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	19.5	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.50	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	676	0	461	0	0	0
V/C Ratio (X)	0.00	0.00	1.05	0.00	1.11	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	676	0	461	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.68	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	21.1	0.0	21.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	48.9	0.0	67.8	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	70.0	0.0	89.3	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	11.8	0.0	6.6	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	9.2	0.0	8.7	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	21.0	0.0	15.3	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.50	0.00	2.55	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	8.7	0.0	12.4	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	683	0	0	0	431	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	0	0	1710	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	10.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	10.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1795	0	0	0	667	0	0
V/C Ratio (X)	0.00	0.38	0.00	0.00	0.00	0.65	0.00	0.00
Avail Cap (c_a), veh/h	0	1796	0	0	0	667	0	0
Upstream Filter (I)	0.00	0.68	0.00	0.00	0.00	0.83	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	27.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	4.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	0.0	0.0	0.0	31.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.4	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.0	0.0	3.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	395	0	0	281	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1525	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	12.4	0.0	0.0	16.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	12.4	0.0	0.0	16.4	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	587	0	0	314	0	0
V/C Ratio (X)	0.00	0.00	0.67	0.00	0.00	0.89	0.00	0.00
Avail Cap (c_a), veh/h	0	0	587	0	0	314	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.83	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	8.5	0.0	0.0	29.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	3.0	0.0	0.0	26.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	11.5	0.0	0.0	55.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	2.3	0.0	0.0	4.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.5	0.0	0.0	2.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	2.8	0.0	0.0	7.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.07	0.00	0.00	0.18	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	43.0
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	456	14	630	0	0	0	0	679	160	143	599	0
Future Volume (veh/h)	456	14	630	0	0	0	0	679	160	143	599	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800				0	1800	1800	1700	1900	0
Adj Flow Rate, veh/h	480	15	663				0	715	168	151	631	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	597	19	547				0	1054	470	175	1775	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Prop Arrive On Green	0.36	0.36	0.36				0.00	0.62	0.62	0.22	0.98	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	25.0	0.0	131.1				0.0	13.0	10.7	48.5	0.7	0.0
Ln Grp LOS	C	A	F				A	B	B	D	A	A
Approach Vol, veh/h		1158						883			782	
Approach Delay, s/veh		85.8						12.6			9.9	
Approach LOS		F						B			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		12.0		4.0		
Phs Duration (G+Y+Rc), s	11.0	23.0		26.0		34.0		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	6.5	18.5		21.5		29.5		
Max Allow Headway (MAH), s	3.8	5.0		5.5		5.2		
Max Q Clear (g_c+I1), s	7.4	10.3		23.5		2.3		
Green Ext Time (g_e), s	0.0	3.4		0.0		4.7		
Prob of Phs Call (p_c)	0.92	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	1619	0		1665				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3510		52		3705		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1525		1525		0		

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

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	151	0	0	495	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	0	0	1717	0	0	0	0
Q Serve Time (g_s), s	5.4	0.0	0.0	15.6	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	5.4	0.0	0.0	15.6	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	18.5	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.97	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	175	0	0	615	0	0	0	0
V/C Ratio (X)	0.86	0.00	0.00	0.80	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	175	0	0	615	0	0	0	0
Upstream Filter (I)	0.72	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	23.1	0.0	0.0	17.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	25.4	0.0	0.0	7.7	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	48.5	0.0	0.0	25.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.7	0.0	0.0	5.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	1.2	0.0	0.0	1.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	3.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.49	0.00	0.00	0.20	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	715	0	0	0	631	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	8.3	0.0	0.0	0.0	0.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	8.3	0.0	0.0	0.0	0.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1055	0	0	0	1775	0	0
V/C Ratio (X)	0.00	0.68	0.00	0.00	0.00	0.36	0.00	0.00
Avail Cap (c_a), veh/h	0	1055	0	0	0	1775	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.72	0.00	0.00
Uniform Delay (d1), s/veh	0.0	9.5	0.0	0.0	0.0	0.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.5	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.0	0.0	0.0	0.0	0.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.9	0.0	0.0	0.0	0.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.4	0.0	0.0	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		T+R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	168	0	663	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1525	0	1525	0	0	0	0
Q Serve Time (g_s), s	0.0	3.2	0.0	21.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.2	0.0	21.5	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	470	0	547	0	0	0	0
V/C Ratio (X)	0.00	0.36	0.00	1.21	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	470	0	547	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.6	0.0	19.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.1	0.0	111.9	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.7	0.0	131.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.9	0.0	6.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	17.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.1	0.0	23.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.70	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	29.1	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	41.9
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	340	527	1000	1063	0	0	0	0	271	0	298
Future Volume (veh/h)	0	340	527	1000	1063	0	0	0	0	271	0	298
Number	7	4	14	3	8	18				1	6	16
Initial Q, veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1800	1800	1600	1800	0				1700	0	1900
Adj Flow Rate, veh/h	0	358	0	1053	1119	0				285	0	314
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	468		1068	1874	0				570	0	567
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	1.00				1.00	1.00	1.00
Prop Arrive On Green	0.00	0.27	0.00	0.72	1.00	0.00				0.35	0.00	0.35
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	33.3	0.0	32.7	0.2	0.0				23.6	0.0	24.7
Ln Grp LOS	A	C		C	A	A				C	A	C
Approach Vol, veh/h		358			2172						599	
Approach Delay, s/veh		33.3			16.0						24.2	
Approach LOS		C			B						C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	6		3	4				8
Case No	9.0		2.0	7.0				4.0
Phs Duration (G+Y+Rc), s	36.2		37.0	16.8				53.8
Change Period (Y+Rc), s	4.5		4.5	4.5				4.5
Max Green (Gmax), s	22.5		32.5	21.5				58.5
Max Allow Headway (MAH), s	3.9		3.8	5.2				5.2
Max Q Clear (g_c+I1), s	16.1		33.0	10.7				2.0
Green Ext Time (g_e), s	1.2		0.0	1.7				11.3
Prob of Phs Call (p_c)	1.00		1.00	1.00				1.00
Prob of Max Out (p_x)	0.41		1.00	0.13				0.01

Left-Turn Movement Data			
Assigned Mvmt	1	3	7
Mvmt Sat Flow, veh/h	1619	2956	0

Through Movement Data			
Assigned Mvmt	6	4	8
Mvmt Sat Flow, veh/h	0	3510	3510

Right-Turn Movement Data			
Assigned Mvmt	16	14	18
Mvmt Sat Flow, veh/h	1610	1525	0

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

Lanes in Grp	1	0	2	0	0	0	0	0
Grp Vol (v), veh/h	285	0	1053	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	0	1478	0	0	0	0	0
Q Serve Time (g_s), s	12.5	0.0	31.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	12.5	0.0	31.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1619	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	12.3	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	570	0	1068	0	0	0	0	0
V/C Ratio (X)	0.50	0.00	0.99	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	570	0	1068	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.74	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	22.9	0.0	12.3	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	20.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	23.6	0.0	32.7	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	4.6	0.0	3.5	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	3.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	4.7	0.0	6.6	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.36	0.00	0.41	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	6	0	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	2
Grp Vol (v), veh/h	0	0	0	358	0	0	0	1119
Grp Sat Flow (s), veh/h/ln	0	0	0	1710	0	0	0	1710
Q Serve Time (g_s), s	0.0	0.0	0.0	8.7	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	8.7	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	468	0	0	0	1874
V/C Ratio (X)	0.00	0.00	0.00	0.76	0.00	0.00	0.00	0.60
Avail Cap (c_a), veh/h	0	0	0	817	0	0	0	2223
Upstream Filter (I)	0.00	0.00	0.00	0.74	0.00	0.00	0.00	0.74
Uniform Delay (d1), s/veh	0.0	0.0	0.0	31.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.2
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	3.1	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.1
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	16	0	0	14	0	0	0	18
Lane Assignment	R			R				
Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	314	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1610	0	0	1525	0	0	0	0
Q Serve Time (g_s), s	14.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	14.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	567	0	0	209	0	0	0	0
V/C Ratio (X)	0.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	567	0	0	364	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	24.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	5.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	477	0	0	1535	523	451	5	375	0	0	0
Future Volume (veh/h)	134	477	0	0	1535	523	451	5	375	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	0	0	1800	1800	1600	1800	1900			
Adj Flow Rate, veh/h	141	502	0	0	1616	551	479	0	395			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Opposing Right Turn Influence	Yes			No			Yes					
Cap, veh/h	135	2095	0	0	2355	731	876	0	926			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.17	1.00	0.00	0.00	0.96	0.48	0.29	0.00	0.29			
Unsig. Movement Delay												
Ln Grp Delay, s/veh	119.2	0.0	0.0	0.0	1.7	22.5	27.8	0.0	26.4			
Ln Grp LOS	F	A	A	A	A	C	C	A	C			
Approach Vol, veh/h		643			2167			874				
Approach Delay, s/veh		26.2			7.0			27.2				
Approach LOS		C			A			C				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Case No		9.0		4.0			2.0	7.0
Phs Duration (G+Y+Rc), s		30.4		59.6			12.0	47.6
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5
Max Green (Gmax), s		19.4		61.6			7.5	49.6
Max Allow Headway (MAH), s		3.9		5.2			3.8	4.9
Max Q Clear (g_c+I1), s		14.0		2.0			9.5	28.5
Green Ext Time (g_e), s		1.8		3.9			0.0	14.6
Prob of Phs Call (p_c)		1.00		1.00			0.97	1.00
Prob of Max Out (p_x)		0.65		0.00			1.00	0.62

Left-Turn Movement Data								
Assigned Mvmt		5					7	3
Mvmt Sat Flow, veh/h		3048					1619	0

Through Movement Data								
Assigned Mvmt		2		4				8
Mvmt Sat Flow, veh/h		0		3510				5076

Right-Turn Movement Data								
Assigned Mvmt		12		14				18
Mvmt Sat Flow, veh/h		3220		0				1525

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

Lanes in Grp	0	2	0	0	0	0	1	0
Grp Vol (v), veh/h	0	479	0	0	0	0	141	0
Grp Sat Flow (s), veh/h/ln	0	1524	0	0	0	0	1619	0
Q Serve Time (g_s), s	0.0	12.0	0.0	0.0	0.0	0.0	7.5	0.0
Cycle Q Clear Time (g_c), s	0.0	12.0	0.0	0.0	0.0	0.0	7.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1524	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.1
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	876	0	0	0	0	135	0
V/C Ratio (X)	0.00	0.55	0.00	0.00	0.00	0.00	1.05	0.00
Avail Cap (c_a), veh/h	0	876	0	0	0	0	135	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.80	0.00
Uniform Delay (d1), s/veh	0.0	27.1	0.0	0.0	0.0	0.0	37.5	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	0.0	81.7	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	27.8	0.0	0.0	0.0	0.0	119.2	0.0
1st-Term Q (Q1), veh/ln	0.0	4.2	0.0	0.0	0.0	0.0	2.7	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	3.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.3	0.0	0.0	0.0	0.0	5.7	0.0
%ile Storage Ratio (RQ%)	0.00	0.20	0.00	0.00	0.00	0.00	0.36	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	3
Grp Vol (v), veh/h	0	0	0	502	0	0	0	1616
Grp Sat Flow (s), veh/h/ln	0	0	0	1710	0	0	0	1638
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6
Lane Grp Cap (c), veh/h	0	0	0	2095	0	0	0	2355
V/C Ratio (X)	0.00	0.00	0.00	0.24	0.00	0.00	0.00	0.69
Avail Cap (c_a), veh/h	0	0	0	2341	0	0	0	2708
Upstream Filter (I)	0.00	0.00	0.00	0.80	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment		R						R
Lanes in Grp	0	2	0	0	0	0	0	1
Grp Vol (v), veh/h	0	395	0	0	0	0	0	551
Grp Sat Flow (s), veh/h/ln	0	1610	0	0	0	0	0	1525
Q Serve Time (g_s), s	0.0	9.0	0.0	0.0	0.0	0.0	0.0	26.5
Cycle Q Clear Time (g_c), s	0.0	9.0	0.0	0.0	0.0	0.0	0.0	26.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	926	0	0	0	0	0	731
V/C Ratio (X)	0.00	0.43	0.00	0.00	0.00	0.00	0.00	0.75
Avail Cap (c_a), veh/h	0	926	0	0	0	0	0	841
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	26.0	0.0	0.0	0.0	0.0	0.0	19.1
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.0	0.0	3.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.4	0.0	0.0	0.0	0.0	0.0	22.5
1st-Term Q (Q1), veh/ln	0.0	3.4	0.0	0.0	0.0	0.0	0.0	8.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.4	0.0	0.0	0.0	0.0	0.0	9.4
%ile Storage Ratio (RQ%)	0.00	0.16	0.00	0.00	0.00	0.00	0.00	1.07
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	241	23	85	419	386	18	7	40	336	253	380
Future Volume (veh/h)	63	241	23	85	419	386	18	7	40	336	253	380
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	66	254	24	89	441	406	19	7	42	354	266	400
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	81	871	388	110	490	415	34	434	368	383	781	696
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.10	0.51	0.51	0.14	0.54	0.36	0.02	0.24	0.24	0.24	0.46	0.46
Unsig. Movement Delay												
Ln Grp Delay, s/veh	70.1	17.6	16.7	42.9	27.0	48.2	57.2	26.1	27.3	61.3	16.9	21.4
Ln Grp LOS	E	B	B	D	C	D	E	C	C	E	B	C
Approach Vol, veh/h		344			936			68			1020	
Approach Delay, s/veh		27.6			37.7			35.5			34.1	
Approach LOS		C			D			D			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	25.8	26.2	10.6	27.4	6.4	45.6	9.0	29.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	21.5	20.5	10.0	20.0	5.0	37.0	5.5	24.5
Max Allow Headway (MAH), s	3.8	4.2	3.8	5.1	3.8	5.4	3.8	4.7
Max Q Clear (g_c+I1), s	21.2	3.9	6.8	5.9	3.0	19.4	5.6	25.7
Green Ext Time (g_e), s	0.0	0.1	0.0	1.4	0.0	4.2	0.0	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.89	1.00	0.38	1.00	0.81	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.02	1.00	0.00	1.00	1.00

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1619	1619	1619	1619

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	1800	3420	1710	1800

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1525	1525	1525	1525

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	354	0	89	0	19	0	66	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	19.2	0.0	4.8	0.0	1.0	0.0	3.6	0.0
Cycle Q Clear Time (g_c), s	19.2	0.0	4.8	0.0	1.0	0.0	3.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	383	0	110	0	34	0	81	0
V/C Ratio (X)	0.93	0.00	0.81	0.00	0.56	0.00	0.81	0.00
Avail Cap (c_a), veh/h	387	0	180	0	90	0	99	0
Upstream Filter (I)	1.00	0.00	0.32	0.00	1.00	0.00	0.89	0.00
Uniform Delay (d1), s/veh	33.6	0.0	38.3	0.0	43.6	0.0	40.1	0.0
Incr Delay (d2), s/veh	27.7	0.0	4.6	0.0	13.5	0.0	30.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	61.3	0.0	42.9	0.0	57.2	0.0	70.1	0.0
1st-Term Q (Q1), veh/ln	7.3	0.0	1.8	0.0	0.4	0.0	1.4	0.0
2nd-Term Q (Q2), veh/ln	2.9	0.0	0.1	0.0	0.1	0.0	0.7	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	10.3	0.0	1.9	0.0	0.5	0.0	2.0	0.0
%ile Storage Ratio (RQ%)	2.57	0.00	0.08	0.00	0.06	0.00	0.20	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	2	0	1	0	1
Grp Vol (v), veh/h	0	7	0	254	0	266	0	441
Grp Sat Flow (s), veh/h/ln	0	1800	0	1710	0	1710	0	1800
Q Serve Time (g_s), s	0.0	0.3	0.0	3.9	0.0	9.0	0.0	19.7
Cycle Q Clear Time (g_c), s	0.0	0.3	0.0	3.9	0.0	9.0	0.0	19.7
Lane Grp Cap (c), veh/h	0	434	0	871	0	781	0	490
V/C Ratio (X)	0.00	0.02	0.00	0.29	0.00	0.34	0.00	0.90
Avail Cap (c_a), veh/h	0	434	0	871	0	781	0	490
Upstream Filter (I)	0.00	1.00	0.00	0.89	0.00	1.00	0.00	0.32
Uniform Delay (d1), s/veh	0.0	26.0	0.0	17.4	0.0	15.7	0.0	19.4
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.2	0.0	1.2	0.0	7.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.1	0.0	17.6	0.0	16.9	0.0	27.0
1st-Term Q (Q1), veh/ln	0.0	0.1	0.0	1.4	0.0	3.4	0.0	5.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	1.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	1.4	0.0	3.6	0.0	6.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.02	0.00	0.62	0.00	0.25
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	42	0	24	0	400	0	406
Grp Sat Flow (s), veh/h/ln	0	1525	0	1525	0	1525	0	1525
Q Serve Time (g_s), s	0.0	1.9	0.0	0.7	0.0	17.4	0.0	23.7
Cycle Q Clear Time (g_c), s	0.0	1.9	0.0	0.7	0.0	17.4	0.0	23.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	368	0	388	0	696	0	415
V/C Ratio (X)	0.00	0.11	0.00	0.06	0.00	0.57	0.00	0.98
Avail Cap (c_a), veh/h	0	368	0	388	0	696	0	415
Upstream Filter (I)	0.00	1.00	0.00	0.89	0.00	1.00	0.00	0.32
Uniform Delay (d1), s/veh	0.0	26.6	0.0	16.6	0.0	18.0	0.0	28.4
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.1	0.0	3.4	0.0	19.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	27.3	0.0	16.7	0.0	21.4	0.0	48.2
1st-Term Q (Q1), veh/ln	0.0	0.7	0.0	0.3	0.0	5.8	0.0	7.6
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.7	0.0	2.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.8	0.0	0.3	0.0	6.5	0.0	9.9
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	0.00	1.11	0.00	0.41
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	34.6
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	345	133	34	690	363	63	356	28	155	10	170
Future Volume (veh/h)	152	345	133	34	690	363	63	356	28	155	10	170
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	160	363	140	36	726	382	66	375	29	163	11	179
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	164	782	663	53	742	628	314	738	329	189	34	555
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
Prop Arrive On Green	0.11	0.87	0.87	0.07	0.82	0.82	0.22	0.22	0.22	0.12	0.38	0.38
Unsig. Movement Delay												
Ln Grp Delay, s/veh	92.0	3.9	3.5	55.4	34.4	6.9	31.0	33.6	28.7	70.3	0.0	21.0
Ln Grp LOS	F	A	A	E	C	A	C	C	C	E	A	C
Approach Vol, veh/h		663			1144			470			353	
Approach Delay, s/veh		25.1			25.9			32.9			43.8	
Approach LOS		C			C			C			D	

Timer:		1	2	3	4	5	6	7	8
Assigned Phs		1	2	3	4		6	7	8
Case No		2.0	5.3	2.0	3.0		4.0	2.0	3.0
Phs Duration (G+Y+Rc), s		15.0	23.9	7.5	43.6		38.9	9.5	41.6
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5		4.5	4.5	4.5
Max Green (Gmax), s		10.5	18.0	6.0	37.5		33.0	5.0	38.5
Max Allow Headway (MAH), s		3.8	5.1	3.8	4.9		5.6	3.8	4.9
Max Q Clear (g_c+I1), s		10.9	10.7	4.0	6.0		9.8	6.9	35.0
Green Ext Time (g_e), s		0.0	1.6	0.0	2.9		1.1	0.0	2.0
Prob of Phs Call (p_c)		0.98	1.00	0.59	1.00		1.00	0.98	1.00
Prob of Max Out (p_x)		1.00	0.00	1.00	0.00		0.00	1.00	1.00

Left-Turn Movement Data									
Assigned Mvmt		1	5	3				7	
Mvmt Sat Flow, veh/h		1619	1085	1619				2956	

Through Movement Data									
Assigned Mvmt			2		4		6		8
Mvmt Sat Flow, veh/h			3420		1800		89		1800

Right-Turn Movement Data									
Assigned Mvmt			12		14		16		18
Mvmt Sat Flow, veh/h			1525		1525		1450		1525

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

Lanes in Grp	1	1	1	0	0	0	2	0
Grp Vol (v), veh/h	163	66	36	0	0	0	160	0
Grp Sat Flow (s), veh/h/ln	1619	1085	1619	0	0	0	1478	0
Q Serve Time (g_s), s	8.9	4.6	2.0	0.0	0.0	0.0	4.9	0.0
Cycle Q Clear Time (g_c), s	8.9	4.6	2.0	0.0	0.0	0.0	4.9	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1085	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	19.4	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	19.4	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	189	314	53	0	0	0	164	0
V/C Ratio (X)	0.86	0.21	0.67	0.00	0.00	0.00	0.97	0.00
Avail Cap (c_a), veh/h	189	314	108	0	0	0	164	0
Upstream Filter (I)	1.00	1.00	1.00	0.00	0.00	0.00	0.72	0.00
Uniform Delay (d1), s/veh	39.0	29.5	41.6	0.0	0.0	0.0	39.9	0.0
Incr Delay (d2), s/veh	31.3	1.5	13.8	0.0	0.0	0.0	52.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	70.3	31.0	55.4	0.0	0.0	0.0	92.0	0.0
1st-Term Q (Q1), veh/ln	3.5	1.2	0.8	0.0	0.0	0.0	1.6	0.0
2nd-Term Q (Q2), veh/ln	1.6	0.1	0.2	0.0	0.0	0.0	1.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	5.1	1.3	1.0	0.0	0.0	0.0	2.8	0.0
%ile Storage Ratio (RQ%)	0.62	0.22	0.01	0.00	0.00	0.00	0.24	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T				T
Lanes in Grp	0	2	0	1	0	0	0	1
Grp Vol (v), veh/h	0	375	0	363	0	0	0	726
Grp Sat Flow (s), veh/h/ln	0	1710	0	1800	0	0	0	1800
Q Serve Time (g_s), s	0.0	8.7	0.0	4.0	0.0	0.0	0.0	33.0
Cycle Q Clear Time (g_c), s	0.0	8.7	0.0	4.0	0.0	0.0	0.0	33.0
Lane Grp Cap (c), veh/h	0	738	0	782	0	0	0	742
V/C Ratio (X)	0.00	0.51	0.00	0.46	0.00	0.00	0.00	0.98
Avail Cap (c_a), veh/h	0	738	0	782	0	0	0	770
Upstream Filter (I)	0.00	1.00	0.00	0.72	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	31.1	0.0	3.6	0.0	0.0	0.0	7.6
Incr Delay (d2), s/veh	0.0	2.5	0.0	0.3	0.0	0.0	0.0	26.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	33.6	0.0	3.9	0.0	0.0	0.0	34.4
1st-Term Q (Q1), veh/ln	0.0	3.5	0.0	1.0	0.0	0.0	0.0	2.9
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.1	0.0	0.0	0.0	5.5

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.8	0.0	1.1	0.0	0.0	0.0	8.4
%ile Storage Ratio (RQ%)	0.00	0.33	0.00	0.04	0.00	0.00	0.00	0.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	29	0	140	0	190	0	382
Grp Sat Flow (s), veh/h/ln	0	1525	0	1525	0	1539	0	1525
Q Serve Time (g_s), s	0.0	1.4	0.0	1.3	0.0	7.8	0.0	7.9
Cycle Q Clear Time (g_c), s	0.0	1.4	0.0	1.3	0.0	7.8	0.0	7.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.94	0.00	1.00
Lane Grp Cap (c), veh/h	0	329	0	663	0	589	0	628
V/C Ratio (X)	0.00	0.09	0.00	0.21	0.00	0.32	0.00	0.61
Avail Cap (c_a), veh/h	0	329	0	663	0	589	0	653
Upstream Filter (I)	0.00	1.00	0.00	0.72	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	28.2	0.0	3.4	0.0	19.6	0.0	5.4
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.1	0.0	1.5	0.0	1.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	28.7	0.0	3.5	0.0	21.0	0.0	6.9
1st-Term Q (Q1), veh/ln	0.0	0.5	0.0	0.4	0.0	2.7	0.0	1.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.5	0.0	0.4	0.0	3.0	0.0	1.7
%ile Storage Ratio (RQ%)	0.00	0.19	0.00	0.02	0.00	0.36	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	29.3
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	389	10	422	498	727	0	0	200	400
Future Volume (veh/h)	0	0	0	389	10	422	498	727	0	0	200	400
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1700	1800	1800	1700	1800	0	0	1800	1900
Adj Flow Rate, veh/h				409	11	444	524	765	0	0	211	421
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				428	12	391	536	2159	0	0	1198	392
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.26	0.26	0.26	0.33	0.63	0.00	0.00	0.24	0.24
Unsig. Movement Delay												
Ln Grp Delay, s/veh				60.8	0.0	117.7	45.1	7.2	0.0	0.0	24.2	96.4
Ln Grp LOS				E	A	F	D	A	A	A	C	F
Approach Vol, veh/h					864			1289			632	
Approach Delay, s/veh					90.0			22.6			72.3	
Approach LOS					F			C			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		55.0	25.0		31.0	24.0		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		50.5	20.5		26.5	19.5		
Max Allow Headway (MAH), s		5.2	4.7		3.8	4.4		
Max Q Clear (g_c+I1), s		10.5	22.5		27.6	21.5		
Green Ext Time (g_e), s		6.3	0.0		0.0	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	1.00		1.00	0.00		
Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			1671		1619	0		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3510	45			5076		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1525			1610		
Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0
Lane Assignment			L+T		L (Prot)			

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	420	0	524	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1716	0	1619	0	0	0
Q Serve Time (g_s), s	0.0	0.0	19.3	0.0	25.6	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	19.3	0.0	25.6	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	19.5	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.97	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	440	0	536	0	0	0
V/C Ratio (X)	0.00	0.00	0.95	0.00	0.98	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	440	0	536	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.38	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	29.3	0.0	26.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	31.5	0.0	18.7	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	60.8	0.0	45.1	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	7.6	0.0	9.3	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	3.9	0.0	2.8	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	11.4	0.0	12.1	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.24	0.00	1.10	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	3	0	0
Grp Vol (v), veh/h	0	765	0	0	0	211	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	0	0	1638	0	0
Q Serve Time (g_s), s	0.0	8.5	0.0	0.0	0.0	2.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	8.5	0.0	0.0	0.0	2.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	2159	0	0	0	1198	0	0
V/C Ratio (X)	0.00	0.35	0.00	0.00	0.00	0.18	0.00	0.00
Avail Cap (c_a), veh/h	0	2159	0	0	0	1198	0	0
Upstream Filter (I)	0.00	0.38	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	7.0	0.0	0.0	0.0	23.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	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
Control Delay (d), s/veh	0.0	7.2	0.0	0.0	0.0	24.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.6	0.0	0.0	0.0	1.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.7	0.0	0.0	0.0	1.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.24	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	444	0	0	421	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1525	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	20.5	0.0	0.0	19.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	20.5	0.0	0.0	19.5	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	391	0	0	392	0	0
V/C Ratio (X)	0.00	0.00	1.14	0.00	0.00	1.07	0.00	0.00
Avail Cap (c_a), veh/h	0	0	391	0	0	392	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	29.8	0.0	0.0	30.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	87.9	0.0	0.0	66.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	117.7	0.0	0.0	96.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	7.2	0.0	0.0	7.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	9.5	0.0	0.0	7.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	16.7	0.0	0.0	14.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.34	0.00	0.00	0.31	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	13.3	0.0	0.0	7.1	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.8
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	374	8	386	0	0	0	0	868	473	289	553	0
Future Volume (veh/h)	374	8	386	0	0	0	0	868	473	289	553	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800				0	1800	1800	1700	1900	0
Adj Flow Rate, veh/h	394	8	406				0	914	498	304	582	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	346	7	356				0	1053	331	315	1577	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.44	0.44	0.44				0.00	0.22	0.22	0.19	0.46	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	104.7	0.0	0.0				0.0	43.7	278.5	77.1	16.4	0.0
Ln Grp LOS	F	A	A				A	D	F	E	B	A
Approach Vol, veh/h		808						1412			886	
Approach Delay, s/veh		104.7						126.5			37.2	
Approach LOS		F						F			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		12.0		4.0		
Phs Duration (G+Y+Rc), s	22.0	24.0		44.0		46.0		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	17.5	19.5		39.5		41.5		
Max Allow Headway (MAH), s	3.7	4.5		5.0		4.8		
Max Q Clear (g_c+I1), s	18.8	21.5		41.5		11.9		
Green Ext Time (g_e), s	0.0	0.0		0.0		3.6		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	1619	0		787				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5040		16		3610		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1525		811		0		

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

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	304	0	0	808	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	0	0	1615	0	0	0	0
Q Serve Time (g_s), s	16.8	0.0	0.0	39.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	16.8	0.0	0.0	39.5	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	19.5	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.49	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	315	0	0	709	0	0	0	0
V/C Ratio (X)	0.97	0.00	0.00	1.14	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	315	0	0	709	0	0	0	0
Upstream Filter (I)	0.99	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	36.0	0.0	0.0	25.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	41.1	0.0	0.0	79.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	77.1	0.0	0.0	104.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	6.1	0.0	0.0	12.9	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	3.6	0.0	0.0	15.6	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	9.7	0.0	0.0	28.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.89	0.00	0.00	0.49	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	24.8	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	3	0	0	0	2	0	0
Grp Vol (v), veh/h	0	914	0	0	0	582	0	0
Grp Sat Flow (s), veh/h/ln	0	1620	0	0	0	1710	0	0
Q Serve Time (g_s), s	0.0	16.3	0.0	0.0	0.0	9.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	16.3	0.0	0.0	0.0	9.9	0.0	0.0
Lane Grp Cap (c), veh/h	0	1053	0	0	0	1577	0	0
V/C Ratio (X)	0.00	0.87	0.00	0.00	0.00	0.37	0.00	0.00
Avail Cap (c_a), veh/h	0	1053	0	0	0	1577	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.99	0.00	0.00
Uniform Delay (d1), s/veh	0.0	34.0	0.0	0.0	0.0	15.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	9.7	0.0	0.0	0.0	0.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	43.7	0.0	0.0	0.0	16.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.9	0.0	0.0	0.0	3.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.9	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	6.9	0.0	0.0	0.0	3.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.22	0.00	0.00	0.00	0.32	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	498	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1525	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	19.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	19.5	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.50	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	331	0	0	0	0	0	0
V/C Ratio (X)	0.00	1.51	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	331	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	35.3	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	243.2	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	278.5	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	22.3	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	29.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.92	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	41.9	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		95.4						
HCM 6th LOS		F						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	739	73	215	317	178	127	616	575	235	344	45
Future Volume (veh/h)	76	739	73	215	317	178	127	616	575	235	344	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	80	778	77	226	334	187	134	648	605	247	362	47
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	63	821	81	230	776	426	243	944	638	277	905	117
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.04	0.26	0.26	0.14	0.36	0.36	0.15	0.28	0.28	0.17	0.30	0.30
Unsig. Movement Delay												
Ln Grp Delay, s/veh	205.2	73.0	72.7	90.7	29.2	29.4	54.0	41.9	54.6	81.1	36.0	36.0
Ln Grp LOS	F	E	E	F	C	C	D	D	D	F	D	D
Approach Vol, veh/h		935			747			1387			656	
Approach Delay, s/veh		84.2			47.9			48.6			53.0	
Approach LOS		F			D			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	25.0	37.6	21.5	35.8	22.5	40.1	9.2	48.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	20.5	26.5	23.5	31.5	18.0	29.0	18.0	37.0
Max Allow Headway (MAH), s	3.7	4.4	3.7	4.8	3.7	4.8	3.7	4.9
Max Q Clear (g_c+I1), s	17.9	35.1	16.7	31.2	9.2	13.5	4.7	16.5
Green Ext Time (g_e), s	0.2	0.0	0.3	0.2	0.2	1.8	0.1	2.7
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	1.00
Prob of Max Out (p_x)	0.00	0.00	0.09	1.00	0.00	0.00	0.00	0.01

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1619		1619		1619		1619	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3420		3143		3047		2131

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1525		311		393		1169

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	247	0	226	0	134	0	80	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	17.9	0.0	16.7	0.0	9.2	0.0	4.7	0.0
Cycle Q Clear Time (g_c), s	17.9	0.0	16.7	0.0	9.2	0.0	4.7	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	277	0	230	0	243	0	63	0
V/C Ratio (X)	0.89	0.00	0.98	0.00	0.55	0.00	1.27	0.00
Avail Cap (c_a), veh/h	277	0	317	0	243	0	243	0
Upstream Filter (I)	1.00	0.00	0.96	0.00	0.76	0.00	1.00	0.00
Uniform Delay (d1), s/veh	48.7	0.0	51.4	0.0	47.3	0.0	57.7	0.0
Incr Delay (d2), s/veh	32.5	0.0	39.3	0.0	6.7	0.0	147.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	81.1	0.0	90.7	0.0	54.0	0.0	205.2	0.0
1st-Term Q (Q1), veh/ln	7.0	0.0	6.5	0.0	3.6	0.0	1.8	0.0
2nd-Term Q (Q2), veh/ln	2.5	0.0	2.5	0.0	0.5	0.0	2.6	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	9.4	0.0	9.0	0.0	4.0	0.0	4.4	0.0
%ile Storage Ratio (RQ%)	0.15	0.00	0.09	0.00	0.20	0.00	0.06	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	1	0	1
Grp Vol (v), veh/h	0	648	0	423	0	202	0	267
Grp Sat Flow (s), veh/h/ln	0	1710	0	1710	0	1710	0	1710
Q Serve Time (g_s), s	0.0	20.3	0.0	29.2	0.0	11.3	0.0	14.1
Cycle Q Clear Time (g_c), s	0.0	20.3	0.0	29.2	0.0	11.3	0.0	14.1
Lane Grp Cap (c), veh/h	0	944	0	447	0	508	0	623
V/C Ratio (X)	0.00	0.69	0.00	0.95	0.00	0.40	0.00	0.43
Avail Cap (c_a), veh/h	0	944	0	449	0	508	0	623
Upstream Filter (I)	0.00	0.76	0.00	1.00	0.00	1.00	0.00	0.96
Uniform Delay (d1), s/veh	0.0	38.8	0.0	43.5	0.0	33.6	0.0	28.7
Incr Delay (d2), s/veh	0.0	3.1	0.0	29.5	0.0	2.3	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	41.9	0.0	73.0	0.0	36.0	0.0	29.2
1st-Term Q (Q1), veh/ln	0.0	8.1	0.0	11.7	0.0	4.5	0.0	5.5
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	3.7	0.0	0.3	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.5	0.0	15.4	0.0	4.8	0.0	5.6
%ile Storage Ratio (RQ%)	0.00	0.43	0.00	0.21	0.00	0.08	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	605	0	432	0	207	0	254
Grp Sat Flow (s), veh/h/ln	0	1525	0	1744	0	1729	0	1590
Q Serve Time (g_s), s	0.0	33.1	0.0	29.2	0.0	11.5	0.0	14.5
Cycle Q Clear Time (g_c), s	0.0	33.1	0.0	29.2	0.0	11.5	0.0	14.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1525.4	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.18	0.00	0.23	0.00	0.74
Lane Grp Cap (c), veh/h	0	638	0	456	0	513	0	579
V/C Ratio (X)	0.00	0.95	0.00	0.95	0.00	0.40	0.00	0.44
Avail Cap (c_a), veh/h	0	638	0	458	0	513	0	579
Upstream Filter (I)	0.00	0.76	0.00	1.00	0.00	1.00	0.00	0.96
Uniform Delay (d1), s/veh	0.0	33.7	0.0	43.5	0.0	33.7	0.0	28.9
Incr Delay (d2), s/veh	0.0	20.9	0.0	29.2	0.0	2.3	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	54.6	0.0	72.7	0.0	36.0	0.0	29.4
1st-Term Q (Q1), veh/ln	0.0	15.7	0.0	12.0	0.0	4.6	0.0	5.3
2nd-Term Q (Q2), veh/ln	0.0	3.7	0.0	3.7	0.0	0.3	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	19.4	0.0	15.7	0.0	5.0	0.0	5.3
%ile Storage Ratio (RQ%)	0.00	0.98	0.00	0.21	0.00	0.08	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		58.1						
HCM 6th LOS		E						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	410	30	361	10	4	17	221	945	4	7	568	80
Future Volume (veh/h)	410	30	361	10	4	17	221	945	4	7	568	80
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	432	32	0	11	4	18	233	995	4	7	598	84
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	462	468		119	30	66	253	1963	8	15	1249	175
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.16	0.26	0.00	0.05	0.05	0.05	0.16	0.56	0.56	0.01	0.41	0.41
Unsig. Movement Delay												
Ln Grp Delay, s/veh	59.8	22.3	0.0	36.9	0.0	38.9	69.3	12.6	12.5	56.9	18.8	18.9
Ln Grp LOS	E	C		D	A	D	E	B	B	E	B	B
Approach Vol, veh/h		464			33			1232			689	
Approach Delay, s/veh		57.3			38.0			23.3			19.2	
Approach LOS		E			D			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Case No	2.0	4.0		3.0	2.0	4.0	2.0	8.3
Phs Duration (G+Y+Rc), s	5.2	49.5		25.3	17.0	37.7	17.0	8.3
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.0	26.5		35.0	12.5	19.0	12.5	18.0
Max Allow Headway (MAH), s	3.8	5.2		5.2	3.8	5.3	3.8	5.4
Max Q Clear (g_c+I1), s	2.3	16.0		3.1	13.3	13.6	13.6	3.0
Green Ext Time (g_e), s	0.0	4.7		0.1	0.0	2.0	0.0	0.1
Prob of Phs Call (p_c)	0.14	1.00		1.00	0.99	1.00	1.00	0.76
Prob of Max Out (p_x)	1.00	0.00		0.00	1.00	0.00	1.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1				5		7	3
Mvmt Sat Flow, veh/h	1619				1619		2956	862

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3493		1800		3012		629

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		14		1525		422		1388

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

Lanes in Grp	1	0	0	0	1	0	2	1
Grp Vol (v), veh/h	7	0	0	0	233	0	432	15
Grp Sat Flow (s), veh/h/ln	1619	0	0	0	1619	0	1478	1491
Q Serve Time (g_s), s	0.3	0.0	0.0	0.0	11.3	0.0	11.6	0.0
Cycle Q Clear Time (g_c), s	0.3	0.0	0.0	0.0	11.3	0.0	11.6	0.6
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	1399
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	0.73
Lane Grp Cap (c), veh/h	15	0	0	0	253	0	462	149
V/C Ratio (X)	0.48	0.00	0.00	0.00	0.92	0.00	0.94	0.10
Avail Cap (c_a), veh/h	101	0	0	0	253	0	462	402
Upstream Filter (I)	0.76	0.00	0.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d1), s/veh	39.5	0.0	0.0	0.0	33.3	0.0	33.4	36.6
Incr Delay (d2), s/veh	17.4	0.0	0.0	0.0	36.1	0.0	26.5	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	56.9	0.0	0.0	0.0	69.3	0.0	59.8	36.9
1st-Term Q (Q1), veh/ln	0.1	0.0	0.0	0.0	4.3	0.0	4.0	0.3
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	2.5	0.0	1.7	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.2	0.0	0.0	0.0	6.8	0.0	5.7	0.3
%ile Storage Ratio (RQ%)	0.01	0.00	0.00	0.00	0.03	0.00	0.14	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	487	0	32	0	339	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	1800	0	1710	0	0
Q Serve Time (g_s), s	0.0	14.0	0.0	1.1	0.0	11.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	14.0	0.0	1.1	0.0	11.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	961	0	468	0	709	0	0
V/C Ratio (X)	0.00	0.51	0.00	0.07	0.00	0.48	0.00	0.00
Avail Cap (c_a), veh/h	0	961	0	788	0	709	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.76	0.00	0.00
Uniform Delay (d1), s/veh	0.0	10.7	0.0	22.3	0.0	17.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.9	0.0	0.1	0.0	1.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.6	0.0	22.3	0.0	18.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.7	0.0	0.4	0.0	4.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.2	0.0	0.4	0.0	4.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.01	0.00	0.23	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	512	0	0	0	343	0	18
Grp Sat Flow (s), veh/h/ln	0	1797	0	1525	0	1724	0	1388
Q Serve Time (g_s), s	0.0	14.0	0.0	0.0	0.0	11.6	0.0	1.0
Cycle Q Clear Time (g_c), s	0.0	14.0	0.0	0.0	0.0	11.6	0.0	1.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.01	0.00	1.00	0.00	0.24	0.00	1.00
Lane Grp Cap (c), veh/h	0	1010	0	397	0	715	0	66
V/C Ratio (X)	0.00	0.51	0.00	0.00	0.00	0.48	0.00	0.27
Avail Cap (c_a), veh/h	0	1010	0	667	0	715	0	312
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.76	0.00	1.00
Uniform Delay (d1), s/veh	0.0	10.7	0.0	0.0	0.0	17.1	0.0	36.7
Incr Delay (d2), s/veh	0.0	1.8	0.0	0.0	0.0	1.8	0.0	2.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.5	0.0	0.0	0.0	18.9	0.0	38.9
1st-Term Q (Q1), veh/ln	0.0	4.9	0.0	0.0	0.0	4.3	0.0	0.3
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.4	0.0	0.0	0.0	4.7	0.0	0.4
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.00	0.24	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	28.9
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	0	14	36	0	60	5	1067	43	40	934	7
Future Volume (veh/h)	18	0	14	36	0	60	5	1067	43	40	934	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	0	1800	1900	1800	1800	1700	1900	1900
Adj Flow Rate, veh/h	19	0	15	38	0	63	5	1123	45	42	983	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	47	0	0	48	0	0	32	1363	1159	52	1563	11
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.00	0.03	0.03	0.00	0.00	1.00	1.00	1.00	0.03	0.83	0.83
Unsig. Movement Delay												
Ln Grp Delay, s/veh	75.9	0.0	0.0	81.3	0.0	0.0	5.2	0.0	0.1	81.9	0.0	5.6
Ln Grp LOS	E	A	A	F	A	A	A	A	A	F	A	A
Approach Vol, veh/h		34			38			1173			1032	
Approach Delay, s/veh		75.9			81.3			5.0			8.7	
Approach LOS		E			F			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6		
Case No	2.0	7.3	2.0	8.3		4.0		
Phs Duration (G+Y+Rc), s	8.4	95.7	8.1	7.9		104.0		
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5		
Max Green (Gmax), s	15.1	30.7	28.1	28.1		50.3		
Max Allow Headway (MAH), s	3.8	5.2	3.8	5.5		5.2		
Max Q Clear (g_c+I1), s	5.1	2.0	4.8	2.1		24.3		
Green Ext Time (g_e), s	0.0	12.6	0.1	0.1		9.3		
Prob of Phs Call (p_c)	0.75	1.00	0.72	0.68		1.00		
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00		0.00		

Left-Turn Movement Data				
Assigned Mvmt	1	5	3	7
Mvmt Sat Flow, veh/h	1619	2	1619	0

Through Movement Data			
Assigned Mvmt	2	4	6
Mvmt Sat Flow, veh/h	1794	0	1884

Right-Turn Movement Data			
Assigned Mvmt	12	14	16
Mvmt Sat Flow, veh/h	1525	0	13

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

Lanes in Grp	1	1	1	1	0	0	0	0
Grp Vol (v), veh/h	42	1128	38	34	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	1796	1619	0	0	0	0	0
Q Serve Time (g_s), s	3.1	0.0	2.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	3.1	0.0	2.8	0.1	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	578	0	1360	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	91.2	0.0	0.1	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	77.2	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	69.4	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.56	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	52	1394	48	47	0	0	0	0
V/C Ratio (X)	0.81	0.81	0.78	0.73	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	204	1394	379	332	0	0	0	0
Upstream Filter (I)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	57.7	0.0	57.8	56.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	24.2	5.2	23.5	19.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	81.9	5.2	81.3	75.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.3	0.0	1.1	1.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.4	2.0	0.3	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.6	2.0	1.5	1.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.16	0.13	0.02	0.08	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	45	0	0	0	990	0	0
Grp Sat Flow (s), veh/h/ln	0	1525	0	0	0	1898	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	22.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	22.3	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.44	0.00	0.01	0.00	0.00
Lane Grp Cap (c), veh/h	0	1159	0	0	0	1574	0	0
V/C Ratio (X)	0.00	0.04	0.00	0.00	0.00	0.63	0.00	0.00
Avail Cap (c_a), veh/h	0	1159	0	0	0	1574	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	1.9	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.1	0.0	0.0	0.0	5.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	5.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	6.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.67	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	9.0
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	8	45	19	16	16	32	937	14	13	926	65
Future Volume (veh/h)	180	8	45	19	16	16	32	937	14	13	926	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1900	1700	1900	1900
Adj Flow Rate, veh/h	189	8	47	20	17	17	34	986	15	14	975	68
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	266	9	53	140	117	99	46	1199	18	25	1168	81
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Prop Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.03	0.68	0.68	0.03	1.00	1.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	50.0	0.0	0.0	40.5	0.0	0.0	72.7	0.0	18.5	75.5	0.0	6.7
Ln Grp LOS	D	A	A	D	A	A	E	A	B	E	A	A
Approach Vol, veh/h		244			54			1035			1057	
Approach Delay, s/veh		50.0			40.5			20.2			7.6	
Approach LOS		D			D			C			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	2.0	4.0		8.0	2.0	4.0		8.0
Phs Duration (G+Y+Rc), s	6.4	85.9		27.8	7.9	84.4		27.8
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green (Gmax), s	27.0	39.5		40.0	27.0	39.5		40.0
Max Allow Headway (MAH), s	3.8	5.2		5.4	3.8	5.3		5.4
Max Q Clear (g_c+I1), s	3.0	50.7		21.9	4.5	2.0		5.2
Green Ext Time (g_e), s	0.0	0.0		1.3	0.1	11.8		0.3
Prob of Phs Call (p_c)	0.37	1.00		1.00	0.68	1.00		1.00
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1619			1099	1619			508

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1768		47		1756		602

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		27		273		122		510

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

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	14	0	0	244	34	0	0	54
Grp Sat Flow (s), veh/h/ln	1619	0	0	1419	1619	0	0	1619
Q Serve Time (g_s), s	1.0	0.0	0.0	16.8	2.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	1.0	0.0	0.0	19.9	2.5	0.0	0.0	3.2
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1396	0	0	0	1370
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1733	0	0	0	1626
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	23.3	0.0	0.0	0.0	23.3
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	20.1	0.0	0.0	0.0	3.3
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	16.8	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.77	1.00	0.00	0.00	0.37
Lane Grp Cap (c), veh/h	25	0	0	328	46	0	0	355
V/C Ratio (X)	0.56	0.00	0.00	0.74	0.74	0.00	0.00	0.15
Avail Cap (c_a), veh/h	364	0	0	519	364	0	0	564
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.68	0.00	0.00	1.00
Uniform Delay (d1), s/veh	57.7	0.0	0.0	46.7	57.9	0.0	0.0	40.3
Incr Delay (d2), s/veh	17.8	0.0	0.0	3.3	14.8	0.0	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	75.5	0.0	0.0	50.0	72.7	0.0	0.0	40.5
1st-Term Q (Q1), veh/ln	0.4	0.0	0.0	7.0	1.0	0.0	0.0	1.3
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.3	0.2	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.5	0.0	0.0	7.4	1.2	0.0	0.0	1.4
%ile Storage Ratio (RQ%)	0.06	0.00	0.00	0.86	0.01	0.00	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	1001	0	0	0	1043	0	0
Grp Sat Flow (s), veh/h/ln	0	1795	0	0	0	1878	0	0
Q Serve Time (g_s), s	0.0	48.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	48.7	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.01	0.00	0.19	0.00	0.07	0.00	0.31
Lane Grp Cap (c), veh/h	0	1217	0	0	0	1250	0	0
V/C Ratio (X)	0.00	0.82	0.00	0.00	0.00	0.83	0.00	0.00
Avail Cap (c_a), veh/h	0	1217	0	0	0	1250	0	0
Upstream Filter (I)	0.00	0.68	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.4	0.0	0.0	0.0	6.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	18.5	0.0	0.0	0.0	6.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	17.8	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.5	0.0	0.0	0.0	2.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	19.3	0.0	0.0	0.0	2.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.19	0.00	0.00	0.00	0.25	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		18.1						
HCM 6th LOS		B						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	650	71	144	230	187	54	555	298	257	662	74
Future Volume (veh/h)	151	650	71	144	230	187	54	555	298	257	662	74
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	159	684	75	152	242	197	57	584	0	271	697	78
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	152	699	77	152	770	343	84	878		323	1254	140
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.09	0.22	0.22	0.09	0.22	0.22	0.05	0.26	0.00	0.20	0.40	0.40
Unsig. Movement Delay												
Ln Grp Delay, s/veh	122.5	70.5	70.6	86.1	26.0	28.7	39.3	27.5	0.0	36.8	19.5	19.5
Ln Grp LOS	F	E	E	F	C	C	D	C		D	B	B
Approach Vol, veh/h		918			591			641			1046	
Approach Delay, s/veh		79.6			42.3			28.6			24.0	
Approach LOS		E			D			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	20.5	25.0	12.0	22.5	8.6	36.9	12.0	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	17.5	19.0	7.5	18.0	6.0	30.5	7.5	18.0
Max Allow Headway (MAH), s	3.8	5.2	3.8	5.3	3.8	5.3	3.8	4.7
Max Q Clear (g_c+I1), s	15.9	15.2	10.5	20.5	5.8	16.8	10.5	12.2
Green Ext Time (g_e), s	0.1	1.3	0.0	0.0	0.0	4.2	0.0	1.1
Prob of Phs Call (p_c)	1.00	1.00	0.97	1.00	0.72	1.00	0.97	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.67

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1619		1619		1619		1619	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3420		3108		3101		3420

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1525		341		347		1525

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	271	0	152	0	57	0	159	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	12.9	0.0	7.5	0.0	2.8	0.0	7.5	0.0
Cycle Q Clear Time (g_c), s	12.9	0.0	7.5	0.0	2.8	0.0	7.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	323	0	152	0	84	0	152	0
V/C Ratio (X)	0.84	0.00	1.00	0.00	0.68	0.00	1.05	0.00
Avail Cap (c_a), veh/h	354	0	152	0	121	0	152	0
Upstream Filter (I)	0.36	0.00	0.46	0.00	0.21	0.00	1.00	0.00
Uniform Delay (d1), s/veh	30.8	0.0	36.3	0.0	37.3	0.0	36.3	0.0
Incr Delay (d2), s/veh	6.1	0.0	49.9	0.0	2.0	0.0	86.2	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	36.8	0.0	86.1	0.0	39.3	0.0	122.5	0.0
1st-Term Q (Q1), veh/ln	4.8	0.0	2.9	0.0	1.1	0.0	2.9	0.0
2nd-Term Q (Q2), veh/ln	0.5	0.0	2.1	0.0	0.0	0.0	3.6	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	5.4	0.0	5.0	0.0	1.1	0.0	6.5	0.0
%ile Storage Ratio (RQ%)	0.52	0.00	0.06	0.00	0.16	0.00	1.63	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.1	0.0	0.0	0.0	1.8	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.3	0.0	0.0	0.0	0.3	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	1	0	2
Grp Vol (v), veh/h	0	584	0	376	0	384	0	242
Grp Sat Flow (s), veh/h/ln	0	1710	0	1710	0	1710	0	1710
Q Serve Time (g_s), s	0.0	12.2	0.0	17.5	0.0	13.8	0.0	4.7
Cycle Q Clear Time (g_c), s	0.0	12.2	0.0	17.5	0.0	13.8	0.0	4.7
Lane Grp Cap (c), veh/h	0	878	0	385	0	692	0	770
V/C Ratio (X)	0.00	0.67	0.00	0.98	0.00	0.56	0.00	0.31
Avail Cap (c_a), veh/h	0	878	0	385	0	692	0	770
Upstream Filter (I)	0.00	0.21	0.00	1.00	0.00	0.36	0.00	0.46
Uniform Delay (d1), s/veh	0.0	26.7	0.0	30.8	0.0	18.3	0.0	25.9
Incr Delay (d2), s/veh	0.0	0.9	0.0	39.7	0.0	1.2	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	27.5	0.0	70.5	0.0	19.5	0.0	26.0
1st-Term Q (Q1), veh/ln	0.0	4.8	0.0	6.9	0.0	5.1	0.0	1.9
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	4.2	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.9	0.0	11.2	0.0	5.4	0.0	1.9
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.05	0.00	0.05	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	383	0	391	0	197
Grp Sat Flow (s), veh/h/ln	0	1525	0	1739	0	1738	0	1525
Q Serve Time (g_s), s	0.0	0.0	0.0	17.5	0.0	13.8	0.0	9.2
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	17.5	0.0	13.8	0.0	9.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.20	0.00	0.20	0.00	1.00
Lane Grp Cap (c), veh/h	0	391	0	391	0	703	0	343
V/C Ratio (X)	0.00	0.00	0.00	0.98	0.00	0.56	0.00	0.57
Avail Cap (c_a), veh/h	0	391	0	391	0	703	0	343
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.36	0.00	0.46
Uniform Delay (d1), s/veh	0.0	0.0	0.0	30.8	0.0	18.3	0.0	27.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	39.8	0.0	1.1	0.0	1.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	70.6	0.0	19.5	0.0	28.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	7.0	0.0	5.2	0.0	3.2
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	4.3	0.0	0.2	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	11.4	0.0	5.4	0.0	3.3
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.05	0.00	0.05	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	44.3
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	467	120	351	249	93	83	569	292	180	686	103
Future Volume (veh/h)	239	467	120	351	249	93	83	569	292	180	686	103
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	252	492	126	369	262	98	87	599	307	189	722	108
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	283	540	137	354	599	218	108	574	294	192	1357	201
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.66	1.33	1.33	1.33
Prop Arrive On Green	0.23	0.27	0.27	0.29	0.32	0.32	0.09	0.35	0.44	0.16	0.42	0.42
Unsig. Movement Delay												
Ln Grp Delay, s/veh	56.2	59.2	61.3	90.8	26.2	26.4	52.0	81.6	80.4	89.1	22.7	24.2
Ln Grp LOS	E	E	E	F	C	C	D	F	F	F	C	C
Approach Vol, veh/h		870			729			993			1019	
Approach Delay, s/veh		59.1			59.0			78.5			35.5	
Approach LOS		E			E			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	15.2	28.1	24.2	22.5	10.5	32.8	20.2	26.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	10.7	23.6	19.7	18.0	10.9	23.4	18.3	19.4
Max Allow Headway (MAH), s	3.8	5.3	3.8	5.3	3.8	5.3	3.8	5.3
Max Q Clear (g_c+I1), s	12.5	25.6	21.7	18.0	6.7	13.4	15.6	9.8
Green Ext Time (g_e), s	0.0	0.0	0.0	0.0	0.1	3.9	0.2	1.4
Prob of Phs Call (p_c)	0.99	1.00	1.00	1.00	0.89	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	0.67	0.00	1.00	0.24

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1619	1619	1619	1619

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	2188	2699	4320	2454

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1121	687	640	895

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	189	0	369	0	87	0	252	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	10.5	0.0	19.7	0.0	4.7	0.0	13.6	0.0
Cycle Q Clear Time (g_c), s	10.5	0.0	19.7	0.0	4.7	0.0	13.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	192	0	354	0	108	0	283	0
V/C Ratio (X)	0.98	0.00	1.04	0.00	0.80	0.00	0.89	0.00
Avail Cap (c_a), veh/h	192	0	354	0	196	0	329	0
Upstream Filter (I)	0.76	0.00	1.00	0.00	0.90	0.00	1.00	0.00
Uniform Delay (d1), s/veh	37.8	0.0	31.9	0.0	40.4	0.0	33.7	0.0
Incr Delay (d2), s/veh	51.3	0.0	58.9	0.0	11.6	0.0	22.5	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	89.1	0.0	90.8	0.0	52.0	0.0	56.2	0.0
1st-Term Q (Q1), veh/ln	3.9	0.0	6.9	0.0	1.8	0.0	4.9	0.0
2nd-Term Q (Q2), veh/ln	2.7	0.0	5.8	0.0	0.3	0.0	1.8	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	6.6	0.0	12.7	0.0	2.2	0.0	6.6	0.0
%ile Storage Ratio (RQ%)	0.92	0.00	0.09	0.00	0.27	0.00	0.75	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	468	0	311	0	546	0	181
Grp Sat Flow (s), veh/h/ln	0	1710	0	1710	0	1638	0	1710
Q Serve Time (g_s), s	0.0	23.6	0.0	15.8	0.0	11.2	0.0	7.5
Cycle Q Clear Time (g_c), s	0.0	23.6	0.0	15.8	0.0	11.2	0.0	7.5
Lane Grp Cap (c), veh/h	0	448	0	342	0	1029	0	417
V/C Ratio (X)	0.00	1.04	0.00	0.91	0.00	0.53	0.00	0.43
Avail Cap (c_a), veh/h	0	448	0	342	0	1029	0	417
Upstream Filter (I)	0.00	0.90	0.00	1.00	0.00	0.76	0.00	1.00
Uniform Delay (d1), s/veh	0.0	29.3	0.0	32.2	0.0	21.2	0.0	25.5
Incr Delay (d2), s/veh	0.0	52.3	0.0	27.0	0.0	1.5	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	81.6	0.0	59.2	0.0	22.7	0.0	26.2
1st-Term Q (Q1), veh/ln	0.0	8.6	0.0	5.9	0.0	3.8	0.0	2.9
2nd-Term Q (Q2), veh/ln	0.0	6.5	0.0	2.6	0.0	0.2	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	15.1	0.0	8.5	0.0	4.1	0.0	2.9
%ile Storage Ratio (RQ%)	0.00	0.39	0.00	0.04	0.00	0.04	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	438	0	307	0	284	0	179
Grp Sat Flow (s), veh/h/ln	0	1598	0	1676	0	1685	0	1639
Q Serve Time (g_s), s	0.0	23.6	0.0	16.0	0.0	11.4	0.0	7.8
Cycle Q Clear Time (g_c), s	0.0	23.6	0.0	16.0	0.0	11.4	0.0	7.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.70	0.00	0.41	0.00	0.38	0.00	0.55
Lane Grp Cap (c), veh/h	0	419	0	335	0	529	0	400
V/C Ratio (X)	0.00	1.04	0.00	0.92	0.00	0.54	0.00	0.45
Avail Cap (c_a), veh/h	0	419	0	335	0	529	0	400
Upstream Filter (I)	0.00	0.90	0.00	1.00	0.00	0.76	0.00	1.00
Uniform Delay (d1), s/veh	0.0	26.6	0.0	32.3	0.0	21.3	0.0	25.6
Incr Delay (d2), s/veh	0.0	53.8	0.0	29.0	0.0	3.0	0.0	0.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	80.4	0.0	61.3	0.0	24.2	0.0	26.4
1st-Term Q (Q1), veh/ln	0.0	7.3	0.0	5.9	0.0	4.0	0.0	2.8
2nd-Term Q (Q2), veh/ln	0.0	6.3	0.0	2.7	0.0	0.4	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	13.5	0.0	8.6	0.0	4.4	0.0	2.9
%ile Storage Ratio (RQ%)	0.00	0.35	0.00	0.04	0.00	0.04	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	57.7
HCM 6th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	245	339	217	449	859	0	0	838	516
Future Volume (veh/h)	0	0	0	245	339	217	449	859	0	0	838	516
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1700	1800	1800	1700	1800	0	0	1800	1900
Adj Flow Rate, veh/h				258	357	228	473	904	0	0	882	543
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				251	348	519	465	2001	0	0	889	419
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.66
Prop Arrive On Green				0.34	0.34	0.34	0.57	1.00	0.00	0.00	0.52	0.43
Unsig. Movement Delay												
Ln Grp Delay, s/veh				83.1	0.0	31.3	57.0	0.3	0.0	0.0	51.0	178.9
Ln Grp LOS				F	A	C	F	A	A	A	D	F
Approach Vol, veh/h					843			1377			1425	
Approach Delay, s/veh					69.1			19.8			99.7	
Approach LOS					E			B			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		74.7	45.3		39.0	35.7		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		70.2	40.8		34.5	31.2		
Max Allow Headway (MAH), s		5.2	5.0		3.8	4.8		
Max Q Clear (g_c+I1), s		2.0	42.8		36.5	33.2		
Green Ext Time (g_e), s		8.2	0.0		0.0	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	1.00		1.00	0.00		
Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			740		1619	0		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3510	1023			3510		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1525			1610		
Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0
Lane Assignment			L+T		L (Prot)			

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	615	0	473	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1763	0	1619	0	0	0
Q Serve Time (g_s), s	0.0	0.0	40.8	0.0	34.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	40.8	0.0	34.5	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	31.2	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.42	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	599	0	465	0	0	0
V/C Ratio (X)	0.00	0.00	1.03	0.00	1.02	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	599	0	465	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.43	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	39.6	0.0	25.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	43.5	0.0	31.5	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	83.1	0.0	57.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	17.4	0.0	9.2	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	7.2	0.0	4.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	24.6	0.0	13.2	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.59	0.00	2.21	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	3.9	0.0	1.9	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	904	0	0	0	882	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	0	0	1710	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	30.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	30.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	2001	0	0	0	889	0	0
V/C Ratio (X)	0.00	0.45	0.00	0.00	0.00	0.99	0.00	0.00
Avail Cap (c_a), veh/h	0	2001	0	0	0	889	0	0
Upstream Filter (I)	0.00	0.43	0.00	0.00	0.00	0.64	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	28.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	22.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.3	0.0	0.0	0.0	51.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	9.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	2.8	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.0	0.0	12.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	228	0	0	543	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1525	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	13.9	0.0	0.0	31.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	13.9	0.0	0.0	31.2	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	519	0	0	419	0	0
V/C Ratio (X)	0.00	0.00	0.44	0.00	0.00	1.30	0.00	0.00
Avail Cap (c_a), veh/h	0	0	519	0	0	419	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.64	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	30.7	0.0	0.0	34.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.0	0.0	144.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	31.3	0.0	0.0	178.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	5.1	0.0	0.0	10.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	16.8	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	5.2	0.0	0.0	27.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.12	0.00	0.00	0.71	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	31.1	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	62.4
HCM 6th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	426	74	597	0	0	0	0	872	323	326	766	0
Future Volume (veh/h)	426	74	597	0	0	0	0	872	323	326	766	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800				0	1800	1800	1700	1900	0
Adj Flow Rate, veh/h	448	78	628				0	918	340	343	806	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	496	86	515				0	1120	499	360	2121	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Prop Arrive On Green	0.34	0.34	0.34				0.00	0.33	0.33	0.45	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	55.3	0.0	155.3				0.0	43.9	42.2	39.5	0.1	0.0
Ln Grp LOS	E	A	F				A	D	D	D	A	A
Approach Vol, veh/h		1154						1258			1149	
Approach Delay, s/veh		109.7						43.4			11.8	
Approach LOS		F						D			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		12.0		4.0		
Phs Duration (G+Y+Rc), s	31.2	43.8		45.0		75.0		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	28.5	37.5		40.5		70.5		
Max Allow Headway (MAH), s	3.8	4.9		5.5		5.2		
Max Q Clear (g_c+I1), s	26.5	31.6		42.5		2.0		
Green Ext Time (g_e), s	0.2	3.6		0.0		7.0		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data			
Assigned Mvmt	1	5	7
Mvmt Sat Flow, veh/h	1619	0	1470

Through Movement Data			
Assigned Mvmt		2	4	6
Mvmt Sat Flow, veh/h		3510	256	3705

Right-Turn Movement Data			
Assigned Mvmt		12	14	16
Mvmt Sat Flow, veh/h		1525	1525	0

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

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	343	0	0	526	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	0	0	1726	0	0	0	0
Q Serve Time (g_s), s	24.5	0.0	0.0	34.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	24.5	0.0	0.0	34.8	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	39.3	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.85	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	360	0	0	583	0	0	0	0
V/C Ratio (X)	0.95	0.00	0.00	0.90	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	385	0	0	583	0	0	0	0
Upstream Filter (I)	0.11	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	32.7	0.0	0.0	37.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	6.8	0.0	0.0	17.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	39.5	0.0	0.0	55.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	7.6	0.0	0.0	14.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.7	0.0	0.0	2.8	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	8.2	0.0	0.0	17.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.37	0.00	0.00	0.51	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	918	0	0	0	806	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	29.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	29.6	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1120	0	0	0	2121	0	0
V/C Ratio (X)	0.00	0.82	0.00	0.00	0.00	0.38	0.00	0.00
Avail Cap (c_a), veh/h	0	1120	0	0	0	2121	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.11	0.00	0.00
Uniform Delay (d1), s/veh	0.0	37.1	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	6.8	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	43.9	0.0	0.0	0.0	0.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	12.3	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		T+R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	340	0	628	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1525	0	1525	0	0	0	0
Q Serve Time (g_s), s	0.0	23.1	0.0	40.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	23.1	0.0	40.5	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	499	0	515	0	0	0	0
V/C Ratio (X)	0.00	0.68	0.00	1.22	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	499	0	515	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	34.9	0.0	39.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	7.3	0.0	115.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	42.2	0.0	155.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.5	0.0	14.9	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.0	0.0	16.5	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	9.6	0.0	31.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.18	0.00	0.93	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	28.3	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1113	623	479	606	0	0	0	0	414	7	237
Future Volume (veh/h)	0	1113	623	479	606	0	0	0	0	414	7	237
Number	7	4	14	3	8	18				1	6	16
Initial Q, veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1800	1800	1600	1800	0				1700	1800	1900
Adj Flow Rate, veh/h	0	1172	0	504	638	0				436	7	249
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	1254		578	2094	0				466	0	464
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Prop Arrive On Green	0.00	0.37	0.00	0.20	0.61	0.00				0.29	0.29	0.29
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	32.5	0.0	43.6	8.4	0.0				57.6	0.0	28.2
Ln Grp LOS	A	C		D	A	A				E	A	C
Approach Vol, veh/h		1172			1142						685	
Approach Delay, s/veh		32.5			23.9						46.9	
Approach LOS		C			C						D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	6		3	4				8
Case No	9.0		2.0	7.0				4.0
Phs Duration (G+Y+Rc), s	30.4		22.1	37.5				59.6
Change Period (Y+Rc), s	4.5		4.5	4.5				4.5
Max Green (Gmax), s	22.5		20.5	33.5				58.5
Max Allow Headway (MAH), s	3.9		3.8	5.2				5.2
Max Q Clear (g_c+I1), s	25.6		16.9	31.7				10.0
Green Ext Time (g_e), s	0.0		0.7	1.3				5.1
Prob of Phs Call (p_c)	1.00		1.00	1.00				1.00
Prob of Max Out (p_x)	1.00		1.00	1.00				0.00

Left-Turn Movement Data			
Assigned Mvmt	1	3	7
Mvmt Sat Flow, veh/h	1619	2956	0

Through Movement Data			
Assigned Mvmt	6	4	8
Mvmt Sat Flow, veh/h	0	3510	3510

Right-Turn Movement Data			
Assigned Mvmt	16	14	18
Mvmt Sat Flow, veh/h	1610	1525	0

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

Lanes in Grp	1	0	2	0	0	0	0	0
Grp Vol (v), veh/h	436	0	504	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	0	1478	0	0	0	0	0
Q Serve Time (g_s), s	23.6	0.0	14.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	23.6	0.0	14.9	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1619	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	33.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	466	0	578	0	0	0	0	0
V/C Ratio (X)	0.94	0.00	0.87	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	466	0	673	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.76	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	31.2	0.0	35.1	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	26.4	0.0	8.5	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	57.6	0.0	43.6	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	8.9	0.0	5.2	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	3.4	0.0	0.7	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	12.3	0.0	5.9	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.97	0.00	0.37	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	6	0	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	2
Grp Vol (v), veh/h	0	0	0	1172	0	0	0	638
Grp Sat Flow (s), veh/h/ln	0	0	0	1710	0	0	0	1710
Q Serve Time (g_s), s	0.0	0.0	0.0	29.7	0.0	0.0	0.0	8.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	29.7	0.0	0.0	0.0	8.0
Lane Grp Cap (c), veh/h	0	0	0	1254	0	0	0	2094
V/C Ratio (X)	0.00	0.00	0.00	0.93	0.00	0.00	0.00	0.30
Avail Cap (c_a), veh/h	0	0	0	1273	0	0	0	2223
Upstream Filter (I)	0.00	0.00	0.00	0.33	0.00	0.00	0.00	0.76
Uniform Delay (d1), s/veh	0.0	0.0	0.0	27.5	0.0	0.0	0.0	8.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	5.1	0.0	0.0	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	32.5	0.0	0.0	0.0	8.4
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	11.6	0.0	0.0	0.0	2.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	12.4	0.0	0.0	0.0	2.7
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.17
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	16	0	0	14	0	0	0	18
Lane Assignment	R			R				
Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	249	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1610	0	0	1525	0	0	0	0
Q Serve Time (g_s), s	11.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	11.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	464	0	0	559	0	0	0	0
V/C Ratio (X)	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	464	0	0	568	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	28.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	4.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	317	1195	0	0	779	414	266	2	576	0	0	0
Future Volume (veh/h)	317	1195	0	0	779	414	266	2	576	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	0	0	1800	1800	1600	1800	1900			
Adj Flow Rate, veh/h	334	1258	0	0	820	436	281	0	606			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Opposing Right Turn Influence	Yes			No			Yes					
Cap, veh/h	367	1843	0	0	1259	391	1062	0	1122			
HCM Platoon Ratio	1.66	1.66	1.00	1.00	1.66	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.38	0.89	0.00	0.00	0.43	0.26	0.35	0.00	0.35			
Unsig. Movement Delay												
Ln Grp Delay, s/veh	30.0	2.6	0.0	0.0	21.3	110.4	19.3	0.0	22.8			
Ln Grp LOS	C	A	A	A	C	F	B	A	C			
Approach Vol, veh/h		1592			1256			887				
Approach Delay, s/veh		8.3			52.2			21.7				
Approach LOS		A			D			C				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Case No		9.0		4.0			2.0	7.0
Phs Duration (G+Y+Rc), s		32.4		47.6			22.6	25.0
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5
Max Green (Gmax), s		23.5		47.5			22.5	20.5
Max Allow Headway (MAH), s		4.0		5.2			3.8	4.8
Max Q Clear (g_c+I1), s		14.1		10.0			17.7	22.5
Green Ext Time (g_e), s		2.7		12.5			0.5	0.0
Prob of Phs Call (p_c)		1.00		1.00			1.00	1.00
Prob of Max Out (p_x)		0.00		0.08			0.55	1.00

Left-Turn Movement Data								
Assigned Mvmt		5					7	3
Mvmt Sat Flow, veh/h		3048					1619	0

Through Movement Data								
Assigned Mvmt		2		4				8
Mvmt Sat Flow, veh/h		0		3510				5076

Right-Turn Movement Data								
Assigned Mvmt		12		14				18
Mvmt Sat Flow, veh/h		3220		0				1525

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

Lanes in Grp	0	2	0	0	0	0	1	0
Grp Vol (v), veh/h	0	281	0	0	0	0	334	0
Grp Sat Flow (s), veh/h/ln	0	1524	0	0	0	0	1619	0
Q Serve Time (g_s), s	0.0	5.3	0.0	0.0	0.0	0.0	15.7	0.0
Cycle Q Clear Time (g_c), s	0.0	5.3	0.0	0.0	0.0	0.0	15.7	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1524	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.5
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	1062	0	0	0	0	367	0
V/C Ratio (X)	0.00	0.26	0.00	0.00	0.00	0.00	0.91	0.00
Avail Cap (c_a), veh/h	0	1062	0	0	0	0	455	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.23	0.00
Uniform Delay (d1), s/veh	0.0	18.7	0.0	0.0	0.0	0.0	24.2	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.0	0.0	5.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	19.3	0.0	0.0	0.0	0.0	30.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.8	0.0	0.0	0.0	0.0	4.6	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.6	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.9	0.0	0.0	0.0	0.0	5.2	0.0
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.00	0.00	0.00	1.45	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	3
Grp Vol (v), veh/h	0	0	0	1258	0	0	0	820
Grp Sat Flow (s), veh/h/ln	0	0	0	1710	0	0	0	1638
Q Serve Time (g_s), s	0.0	0.0	0.0	8.0	0.0	0.0	0.0	10.6
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	8.0	0.0	0.0	0.0	10.6
Lane Grp Cap (c), veh/h	0	0	0	1843	0	0	0	1259
V/C Ratio (X)	0.00	0.00	0.00	0.68	0.00	0.00	0.00	0.65
Avail Cap (c_a), veh/h	0	0	0	2031	0	0	0	1259
Upstream Filter (I)	0.00	0.00	0.00	0.23	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	2.4	0.0	0.0	0.0	20.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	1.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	2.6	0.0	0.0	0.0	21.3
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	1.2	0.0	0.0	0.0	3.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	1.2	0.0	0.0	0.0	3.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.07	0.00	0.00	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment		R						R
Lanes in Grp	0	2	0	0	0	0	0	1
Grp Vol (v), veh/h	0	606	0	0	0	0	0	436
Grp Sat Flow (s), veh/h/ln	0	1610	0	0	0	0	0	1525
Q Serve Time (g_s), s	0.0	12.1	0.0	0.0	0.0	0.0	0.0	20.5
Cycle Q Clear Time (g_c), s	0.0	12.1	0.0	0.0	0.0	0.0	0.0	20.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	1122	0	0	0	0	0	391
V/C Ratio (X)	0.00	0.54	0.00	0.00	0.00	0.00	0.00	1.12
Avail Cap (c_a), veh/h	0	1122	0	0	0	0	0	391
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	20.9	0.0	0.0	0.0	0.0	0.0	29.8
Incr Delay (d2), s/veh	0.0	1.9	0.0	0.0	0.0	0.0	0.0	80.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.8	0.0	0.0	0.0	0.0	0.0	110.4
1st-Term Q (Q1), veh/ln	0.0	4.3	0.0	0.0	0.0	0.0	0.0	7.2
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	8.8
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.6	0.0	0.0	0.0	0.0	0.0	15.9
%ile Storage Ratio (RQ%)	0.00	0.21	0.00	0.00	0.00	0.00	0.00	1.81
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.3
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	863	89	168	387	215	31	50	279	220	334	194
Future Volume (veh/h)	176	863	89	168	387	215	31	50	279	220	334	194
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	185	908	94	177	407	226	33	53	294	232	352	204
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	199	907	405	181	470	399	54	434	368	229	734	418
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.12	0.27	0.27	0.11	0.26	0.26	0.03	0.24	0.24	0.14	0.35	0.35
Unsig. Movement Delay												
Ln Grp Delay, s/veh	58.0	47.1	21.7	61.3	31.1	24.5	46.7	22.8	43.2	95.3	21.8	22.2
Ln Grp LOS	E	F	C	E	C	C	D	C	D	F	C	C
Approach Vol, veh/h		1187			810			380			788	
Approach Delay, s/veh		46.7			35.9			40.6			43.6	
Approach LOS		D			D			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	15.1	22.6	12.9	24.4	7.0	30.7	13.2	24.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	10.6	18.1	8.4	19.9	5.6	23.1	8.7	19.6
Max Allow Headway (MAH), s	3.8	4.2	3.8	5.1	3.8	5.4	3.8	4.8
Max Q Clear (g_c+I1), s	12.6	15.6	10.2	21.9	3.5	12.0	10.0	18.2
Green Ext Time (g_e), s	0.0	0.3	0.0	0.0	0.0	2.6	0.0	0.5
Prob of Phs Call (p_c)	0.99	1.00	0.97	1.00	0.50	1.00	0.98	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1619		1619		1619		1714	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1800		3420		2100		1800

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1525		1525		1195		1525

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	232	0	177	0	33	0	185	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1714	0
Q Serve Time (g_s), s	10.6	0.0	8.2	0.0	1.5	0.0	8.0	0.0
Cycle Q Clear Time (g_c), s	10.6	0.0	8.2	0.0	1.5	0.0	8.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	229	0	181	0	54	0	199	0
V/C Ratio (X)	1.01	0.00	0.98	0.00	0.61	0.00	0.93	0.00
Avail Cap (c_a), veh/h	229	0	181	0	121	0	199	0
Upstream Filter (I)	1.00	0.00	0.26	0.00	1.00	0.00	0.42	0.00
Uniform Delay (d1), s/veh	32.2	0.0	33.2	0.0	35.8	0.0	32.8	0.0
Incr Delay (d2), s/veh	63.1	0.0	28.1	0.0	10.9	0.0	25.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	95.3	0.0	61.3	0.0	46.7	0.0	58.0	0.0
1st-Term Q (Q1), veh/ln	4.0	0.0	3.1	0.0	0.6	0.0	3.2	0.0
2nd-Term Q (Q2), veh/ln	4.0	0.0	1.4	0.0	0.2	0.0	1.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	8.0	0.0	4.5	0.0	0.7	0.0	4.6	0.0
%ile Storage Ratio (RQ%)	2.00	0.00	0.19	0.00	0.08	0.00	0.44	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	2	0	1	0	1
Grp Vol (v), veh/h	0	53	0	908	0	285	0	407
Grp Sat Flow (s), veh/h/ln	0	1800	0	1710	0	1710	0	1800
Q Serve Time (g_s), s	0.0	1.7	0.0	19.9	0.0	9.8	0.0	16.2
Cycle Q Clear Time (g_c), s	0.0	1.7	0.0	19.9	0.0	9.8	0.0	16.2
Lane Grp Cap (c), veh/h	0	434	0	907	0	598	0	470
V/C Ratio (X)	0.00	0.12	0.00	1.00	0.00	0.48	0.00	0.87
Avail Cap (c_a), veh/h	0	434	0	907	0	598	0	470
Upstream Filter (I)	0.00	1.00	0.00	0.42	0.00	1.00	0.00	0.26
Uniform Delay (d1), s/veh	0.0	22.2	0.0	27.5	0.0	19.0	0.0	26.4
Incr Delay (d2), s/veh	0.0	0.6	0.0	19.5	0.0	2.7	0.0	4.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.8	0.0	47.1	0.0	21.8	0.0	31.1
1st-Term Q (Q1), veh/ln	0.0	0.7	0.0	7.7	0.0	3.6	0.0	6.6
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	2.5	0.0	0.5	0.0	0.6

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.8	0.0	10.1	0.0	4.1	0.0	7.2
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.13	0.00	0.70	0.00	0.30
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	294	0	94	0	271	0	226
Grp Sat Flow (s), veh/h/ln	0	1525	0	1525	0	1585	0	1525
Q Serve Time (g_s), s	0.0	13.6	0.0	3.6	0.0	10.0	0.0	9.6
Cycle Q Clear Time (g_c), s	0.0	13.6	0.0	3.6	0.0	10.0	0.0	9.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.75	0.00	1.00
Lane Grp Cap (c), veh/h	0	368	0	405	0	554	0	399
V/C Ratio (X)	0.00	0.80	0.00	0.23	0.00	0.49	0.00	0.57
Avail Cap (c_a), veh/h	0	368	0	405	0	554	0	399
Upstream Filter (I)	0.00	1.00	0.00	0.42	0.00	1.00	0.00	0.26
Uniform Delay (d1), s/veh	0.0	26.7	0.0	21.6	0.0	19.1	0.0	24.0
Incr Delay (d2), s/veh	0.0	16.4	0.0	0.1	0.0	3.1	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	43.2	0.0	21.7	0.0	22.2	0.0	24.5
1st-Term Q (Q1), veh/ln	0.0	4.7	0.0	1.2	0.0	3.5	0.0	3.3
2nd-Term Q (Q2), veh/ln	0.0	1.7	0.0	0.0	0.0	0.5	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	6.4	0.0	1.3	0.0	4.0	0.0	3.4
%ile Storage Ratio (RQ%)	0.00	0.34	0.00	0.02	0.00	0.68	0.00	0.14
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		42.4						
HCM 6th LOS		D						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	531	609	171	37	473	258	117	541	68	266	24	184
Future Volume (veh/h)	531	609	171	37	473	258	117	541	68	266	24	184
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	559	641	180	39	498	272	123	569	72	280	25	194
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	578	794	673	51	499	423	262	637	284	287	72	556
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.39	0.88	0.88	0.06	0.55	0.28	0.19	0.19	0.19	0.18	0.40	0.40
Unsig. Movement Delay												
Ln Grp Delay, s/veh	47.1	6.6	3.8	75.2	64.2	38.3	47.1	61.0	40.3	91.3	0.0	24.2
Ln Grp LOS	D	A	A	E	E	D	D	E	D	F	A	C
Approach Vol, veh/h		1380			809			764			499	
Approach Delay, s/veh		22.6			56.0			56.8			61.8	
Approach LOS		C			E			E			E	

Timer:		1	2	3	4	5	6	7	8
Assigned Phs		1	2	3	4		6	7	8
Case No		2.0	5.3	2.0	3.0		4.0	2.0	3.0
Phs Duration (G+Y+Rc), s		24.0	25.0	8.0	53.0		49.0	26.0	35.0
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5		4.5	4.5	4.5
Max Green (Gmax), s		19.5	20.5	5.0	47.0		44.5	21.5	30.5
Max Allow Headway (MAH), s		3.8	5.0	3.8	5.0		5.5	3.8	4.8
Max Q Clear (g_c+I1), s		20.9	19.9	4.6	18.0		12.8	22.4	32.4
Green Ext Time (g_e), s		0.0	0.3	0.0	5.5		1.5	0.0	0.0
Prob of Phs Call (p_c)		1.00	1.00	0.70	1.00		1.00	1.00	1.00
Prob of Max Out (p_x)		1.00	0.00	1.00	0.02		0.00	1.00	1.00

Left-Turn Movement Data									
Assigned Mvmt		1	5	3				7	
Mvmt Sat Flow, veh/h		1619	1056	1619				2956	

Through Movement Data									
Assigned Mvmt			2		4		6		8
Mvmt Sat Flow, veh/h			3420		1800		177		1800

Right-Turn Movement Data									
Assigned Mvmt			12		14		16		18
Mvmt Sat Flow, veh/h			1525		1525		1375		1525

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

Lanes in Grp	1	1	1	0	0	0	2	0
Grp Vol (v), veh/h	280	123	39	0	0	0	559	0
Grp Sat Flow (s), veh/h/ln	1619	1056	1619	0	0	0	1478	0
Q Serve Time (g_s), s	18.9	11.8	2.6	0.0	0.0	0.0	20.4	0.0
Cycle Q Clear Time (g_c), s	18.9	11.8	2.6	0.0	0.0	0.0	20.4	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1056	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	20.5	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	20.5	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	287	262	51	0	0	0	578	0
V/C Ratio (X)	0.98	0.47	0.76	0.00	0.00	0.00	0.97	0.00
Avail Cap (c_a), veh/h	287	262	74	0	0	0	578	0
Upstream Filter (I)	1.00	1.00	1.00	0.00	0.00	0.00	0.31	0.00
Uniform Delay (d1), s/veh	45.0	41.2	51.1	0.0	0.0	0.0	33.2	0.0
Incr Delay (d2), s/veh	46.3	5.9	24.1	0.0	0.0	0.0	14.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	91.3	47.1	75.2	0.0	0.0	0.0	47.1	0.0
1st-Term Q (Q1), veh/ln	7.5	3.1	1.0	0.0	0.0	0.0	5.8	0.0
2nd-Term Q (Q2), veh/ln	3.7	0.4	0.3	0.0	0.0	0.0	1.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	11.2	3.5	1.4	0.0	0.0	0.0	6.9	0.0
%ile Storage Ratio (RQ%)	1.36	0.58	0.02	0.00	0.00	0.00	0.57	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T				T
Lanes in Grp	0	2	0	1	0	0	0	1
Grp Vol (v), veh/h	0	569	0	641	0	0	0	498
Grp Sat Flow (s), veh/h/ln	0	1710	0	1800	0	0	0	1800
Q Serve Time (g_s), s	0.0	17.9	0.0	16.0	0.0	0.0	0.0	30.4
Cycle Q Clear Time (g_c), s	0.0	17.9	0.0	16.0	0.0	0.0	0.0	30.4
Lane Grp Cap (c), veh/h	0	637	0	794	0	0	0	499
V/C Ratio (X)	0.00	0.89	0.00	0.81	0.00	0.00	0.00	1.00
Avail Cap (c_a), veh/h	0	637	0	794	0	0	0	499
Upstream Filter (I)	0.00	1.00	0.00	0.31	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	43.7	0.0	4.6	0.0	0.0	0.0	24.5
Incr Delay (d2), s/veh	0.0	17.3	0.0	2.0	0.0	0.0	0.0	39.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	61.0	0.0	6.6	0.0	0.0	0.0	64.2
1st-Term Q (Q1), veh/ln	0.0	7.5	0.0	2.1	0.0	0.0	0.0	8.7
2nd-Term Q (Q2), veh/ln	0.0	1.5	0.0	0.4	0.0	0.0	0.0	5.5

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	9.0	0.0	2.5	0.0	0.0	0.0	14.2
%ile Storage Ratio (RQ%)	0.00	0.80	0.00	0.10	0.00	0.00	0.00	0.16
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	72	0	180	0	219	0	272
Grp Sat Flow (s), veh/h/ln	0	1525	0	1525	0	1552	0	1525
Q Serve Time (g_s), s	0.0	4.4	0.0	2.0	0.0	10.8	0.0	17.3
Cycle Q Clear Time (g_c), s	0.0	4.4	0.0	2.0	0.0	10.8	0.0	17.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.89	0.00	1.00
Lane Grp Cap (c), veh/h	0	284	0	673	0	628	0	423
V/C Ratio (X)	0.00	0.25	0.00	0.27	0.00	0.35	0.00	0.64
Avail Cap (c_a), veh/h	0	284	0	673	0	628	0	423
Upstream Filter (I)	0.00	1.00	0.00	0.31	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	38.2	0.0	3.7	0.0	22.7	0.0	35.0
Incr Delay (d2), s/veh	0.0	2.1	0.0	0.1	0.0	1.5	0.0	3.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	40.3	0.0	3.8	0.0	24.2	0.0	38.3
1st-Term Q (Q1), veh/ln	0.0	1.7	0.0	0.6	0.0	3.9	0.0	6.3
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.3	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.8	0.0	0.6	0.0	4.2	0.0	6.7
%ile Storage Ratio (RQ%)	0.00	0.65	0.00	0.02	0.00	0.51	0.00	0.08
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	43.7
HCM 6th LOS	D

HCM 6th Signalized Intersection Capacity Analysis
1: California Street & I-10 WB Ramps

01/30/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	266	3	166	626	572	0	0	571	737
Future Volume (veh/h)	0	0	0	266	3	166	626	572	0	0	571	737
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1700	1800	1800	1600	1800	0	0	1800	1900
Adj Flow Rate, veh/h				280	3	175	659	602	0	0	601	776
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				328	5	305	708	2316	0	0	1856	608
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	2.00
Prop Arrive On Green				0.20	0.20	0.20	0.48	1.00	0.00	0.00	0.76	0.76
Unsig. Movement Delay												
Ln Grp Delay, s/veh				43.5	0.0	28.7	32.6	0.2	0.0	0.0	6.5	145.8
Ln Grp LOS				D	A	C	C	A	A	A	A	F
Approach Vol, veh/h					458			1261			1377	
Approach Delay, s/veh					37.7			17.1			85.0	
Approach LOS					D			B			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	10.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		55.3	19.7		22.5	32.8		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		48.0	18.0		18.5	25.0		
Max Allow Headway (MAH), s		5.2	4.5		3.8	4.5		
Max Q Clear (g_c+I1), s		2.0	14.5		17.7	30.3		
Green Ext Time (g_e), s		4.7	0.7		0.3	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	1.00		1.00	0.00		
Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			1619		2956	0		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3510	26			5076		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1504			1610		
Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0
Lane Assignment			L		L (Prot)			

Lanes in Grp	0	0	1	0	2	0	0	0
Grp Vol (v), veh/h	0	0	280	0	659	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1619	0	1478	0	0	0
Q Serve Time (g_s), s	0.0	0.0	12.5	0.0	15.7	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	12.5	0.0	15.7	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1619	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	28.3	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	328	0	708	0	0	0
V/C Ratio (X)	0.00	0.00	0.85	0.00	0.93	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	389	0	729	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.68	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	28.8	0.0	18.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	14.6	0.0	13.7	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	43.5	0.0	32.6	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	4.6	0.0	3.5	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	1.3	0.0	1.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	6.0	0.0	4.8	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.12	0.00	0.47	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	3	0	0
Grp Vol (v), veh/h	0	602	0	0	0	601	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	0	0	1638	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2316	0	0	0	1856	0	0
V/C Ratio (X)	0.00	0.26	0.00	0.00	0.00	0.32	0.00	0.00
Avail Cap (c_a), veh/h	0	2316	0	0	0	1856	0	0
Upstream Filter (I)	0.00	0.68	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.2	0.0	0.0	0.0	6.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.0	0.0	0.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			T+R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	178	0	0	776	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1529	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	7.9	0.0	0.0	28.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	7.9	0.0	0.0	28.3	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.98	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	310	0	0	608	0	0
V/C Ratio (X)	0.00	0.00	0.57	0.00	0.00	1.28	0.00	0.00
Avail Cap (c_a), veh/h	0	0	367	0	0	608	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	27.0	0.0	0.0	9.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.7	0.0	0.0	136.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	28.7	0.0	0.0	145.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	2.8	0.0	0.0	2.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	23.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	2.9	0.0	0.0	25.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.06	0.00	0.00	0.56	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	42.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	50.4
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	576	8	508	0	0	0	0	692	320	97	531	0
Future Volume (veh/h)	576	8	508	0	0	0	0	692	320	97	531	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800				0	1800	1800	1600	1900	0
Adj Flow Rate, veh/h	606	8	535				0	728	337	102	559	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	634	9	590				0	1474	458	246	1655	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	1.00	1.00
Prop Arrive On Green	0.39	0.39	0.39				0.00	0.60	0.60	0.17	0.46	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	42.9	0.0	34.8				0.0	10.6	20.4	24.7	10.9	0.0
Ln Grp LOS	D	A	C				A	B	C	C	B	A
Approach Vol, veh/h		1149						1065			661	
Approach Delay, s/veh		39.1						13.7			13.0	
Approach LOS		D						B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	2	1		4		6		
Case No	7.0	2.0		10.0		4.0		
Phs Duration (G+Y+Rc), s	22.5	9.5		28.0		32.0		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	18.0	5.0		23.5		27.5		
Max Allow Headway (MAH), s	4.8	3.8		4.6		5.2		
Max Q Clear (g_c+I1), s	11.5	3.9		23.8		8.0		
Green Ext Time (g_e), s	3.3	0.0		0.0		3.7		
Prob of Phs Call (p_c)	1.00	0.82		1.00		1.00		
Prob of Max Out (p_x)	0.00	1.00		1.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt	5	1		7				
Mvmt Sat Flow, veh/h	0	2956		1619				

Through Movement Data								
Assigned Mvmt	2			4		6		
Mvmt Sat Flow, veh/h	5076			23		3705		

Right-Turn Movement Data								
Assigned Mvmt	12			14		16		
Mvmt Sat Flow, veh/h	1525			1506		0		

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

Lanes in Grp	0	2	0	1	0	0	0	0
Grp Vol (v), veh/h	0	102	0	606	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1478	0	1619	0	0	0	0
Q Serve Time (g_s), s	0.0	1.9	0.0	21.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.9	0.0	21.8	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1619	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	18.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	246	0	634	0	0	0	0
V/C Ratio (X)	0.00	0.41	0.00	0.96	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	246	0	634	0	0	0	0
Upstream Filter (I)	0.00	0.87	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	23.7	0.0	17.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	25.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.7	0.0	42.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.6	0.0	7.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	4.4	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.0	11.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.20	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	2	0	0	4	0	6	0	0
Lane Assignment	T					T		
Lanes in Grp	3	0	0	0	0	2	0	0
Grp Vol (v), veh/h	728	0	0	0	0	559	0	0
Grp Sat Flow (s), veh/h/ln	1638	0	0	0	0	1805	0	0
Q Serve Time (g_s), s	5.1	0.0	0.0	0.0	0.0	6.0	0.0	0.0
Cycle Q Clear Time (g_c), s	5.1	0.0	0.0	0.0	0.0	6.0	0.0	0.0
Lane Grp Cap (c), veh/h	1474	0	0	0	0	1655	0	0
V/C Ratio (X)	0.49	0.00	0.00	0.00	0.00	0.34	0.00	0.00
Avail Cap (c_a), veh/h	1474	0	0	0	0	1655	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.87	0.00	0.00
Uniform Delay (d1), s/veh	9.4	0.0	0.0	0.0	0.0	10.4	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	10.6	0.0	0.0	0.0	0.0	10.9	0.0	0.0
1st-Term Q (Q1), veh/ln	1.3	0.0	0.0	0.0	0.0	2.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.5	0.0	0.0	0.0	0.0	2.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.05	0.00	0.00	0.00	0.00	0.21	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	12	0	0	14	0	16	0	0
Lane Assignment	R			T+R				
Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	337	0	0	543	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1525	0	0	1529	0	0	0	0
Q Serve Time (g_s), s	9.5	0.0	0.0	20.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	9.5	0.0	0.0	20.1	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	1.00	0.00	0.00	0.99	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	458	0	0	599	0	0	0	0
V/C Ratio (X)	0.74	0.00	0.00	0.91	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	458	0	0	599	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	10.3	0.0	0.0	17.2	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	10.1	0.0	0.0	17.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	20.4	0.0	0.0	34.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.9	0.0	0.0	6.1	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	1.3	0.0	0.0	2.9	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	3.2	0.0	0.0	9.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.10	0.00	0.00	0.15	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	258	64	425	732	148	76	209	269	202	496	70
Future Volume (veh/h)	30	258	64	425	732	148	76	209	269	202	496	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	32	272	67	447	771	156	80	220	283	213	522	74
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	50	361	87	423	1028	208	100	946	820	210	1038	147
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.13	0.13	0.52	0.73	0.73	0.06	0.28	0.28	0.13	0.34	0.34
Unsig. Movement Delay												
Ln Grp Delay, s/veh	56.4	42.4	43.4	77.9	13.6	13.7	62.8	25.7	12.9	104.3	26.4	26.4
Ln Grp LOS	E	D	D	F	B	B	E	C	B	F	C	C
Approach Vol, veh/h		371			1374			583			809	
Approach Delay, s/veh		44.1			34.5			24.6			46.9	
Approach LOS		D			C			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	16.2	29.4	28.0	16.4	10.0	35.5	7.3	37.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	11.7	18.8	23.5	18.0	7.5	23.0	6.3	35.2
Max Allow Headway (MAH), s	3.8	4.6	3.8	5.3	3.8	5.3	3.8	5.3
Max Q Clear (g_c+I1), s	13.7	11.5	25.5	10.8	6.4	14.4	3.8	16.7
Green Ext Time (g_e), s	0.0	1.4	0.0	1.1	0.0	2.4	0.0	5.9
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.86	1.00	0.55	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.52	1.00	0.00	1.00	0.21

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1619	1619	1619	1619

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3420	2730	3009	2834

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1525	661	425	573

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	213	0	447	0	80	0	32	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	11.7	0.0	23.5	0.0	4.4	0.0	1.8	0.0
Cycle Q Clear Time (g_c), s	11.7	0.0	23.5	0.0	4.4	0.0	1.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	210	0	423	0	100	0	50	0
V/C Ratio (X)	1.01	0.00	1.06	0.00	0.80	0.00	0.65	0.00
Avail Cap (c_a), veh/h	210	0	423	0	135	0	113	0
Upstream Filter (I)	1.00	0.00	0.85	0.00	0.98	0.00	1.00	0.00
Uniform Delay (d1), s/veh	39.2	0.0	21.5	0.0	41.7	0.0	43.1	0.0
Incr Delay (d2), s/veh	65.2	0.0	56.4	0.0	21.1	0.0	13.2	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	104.3	0.0	77.9	0.0	62.8	0.0	56.4	0.0
1st-Term Q (Q1), veh/ln	4.6	0.0	5.4	0.0	1.7	0.0	0.7	0.0
2nd-Term Q (Q2), veh/ln	3.8	0.0	6.6	0.0	0.6	0.0	0.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	8.4	0.0	12.1	0.0	2.3	0.0	0.9	0.0
%ile Storage Ratio (RQ%)	0.13	0.00	0.11	0.00	0.12	0.00	0.01	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.6	0.0	6.1	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	1	0	1
Grp Vol (v), veh/h	0	220	0	169	0	296	0	465
Grp Sat Flow (s), veh/h/ln	0	1710	0	1710	0	1710	0	1710
Q Serve Time (g_s), s	0.0	4.5	0.0	8.5	0.0	12.3	0.0	14.7
Cycle Q Clear Time (g_c), s	0.0	4.5	0.0	8.5	0.0	12.3	0.0	14.7
Lane Grp Cap (c), veh/h	0	946	0	226	0	590	0	621
V/C Ratio (X)	0.00	0.23	0.00	0.74	0.00	0.50	0.00	0.75
Avail Cap (c_a), veh/h	0	946	0	342	0	590	0	669
Upstream Filter (I)	0.00	0.98	0.00	1.00	0.00	1.00	0.00	0.85
Uniform Delay (d1), s/veh	0.0	25.2	0.0	37.6	0.0	23.3	0.0	9.9
Incr Delay (d2), s/veh	0.0	0.6	0.0	4.8	0.0	3.0	0.0	3.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.7	0.0	42.4	0.0	26.4	0.0	13.6
1st-Term Q (Q1), veh/ln	0.0	1.8	0.0	3.5	0.0	4.8	0.0	3.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.3	0.0	0.5	0.0	0.6

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.9	0.0	3.8	0.0	5.3	0.0	3.6
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.05	0.00	0.08	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	283	0	170	0	300	0	462
Grp Sat Flow (s), veh/h/ln	0	1525	0	1681	0	1724	0	1697
Q Serve Time (g_s), s	0.0	9.5	0.0	8.8	0.0	12.4	0.0	14.7
Cycle Q Clear Time (g_c), s	0.0	9.5	0.0	8.8	0.0	12.4	0.0	14.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1525.4	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	23.5	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.39	0.00	0.25	0.00	0.34
Lane Grp Cap (c), veh/h	0	820	0	223	0	595	0	616
V/C Ratio (X)	0.00	0.35	0.00	0.77	0.00	0.50	0.00	0.75
Avail Cap (c_a), veh/h	0	820	0	336	0	595	0	664
Upstream Filter (I)	0.00	0.98	0.00	1.00	0.00	1.00	0.00	0.85
Uniform Delay (d1), s/veh	0.0	11.8	0.0	37.7	0.0	23.4	0.0	9.9
Incr Delay (d2), s/veh	0.0	1.1	0.0	5.7	0.0	3.0	0.0	3.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.9	0.0	43.4	0.0	26.4	0.0	13.7
1st-Term Q (Q1), veh/ln	0.0	3.0	0.0	3.6	0.0	4.9	0.0	2.9
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.4	0.0	0.5	0.0	0.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.3	0.0	3.9	0.0	5.4	0.0	3.6
%ile Storage Ratio (RQ%)	0.00	0.16	0.00	0.05	0.00	0.08	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		37.0						
HCM 6th LOS		D						

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	77	0	278	0	95	0	83	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	3.1	0.0	10.9	0.0	3.8	0.0	3.3	0.0
Cycle Q Clear Time (g_c), s	3.1	0.0	10.9	0.0	3.8	0.0	3.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	99	0	313	0	121	0	107	0
V/C Ratio (X)	0.78	0.00	0.89	0.00	0.79	0.00	0.78	0.00
Avail Cap (c_a), veh/h	133	0	350	0	133	0	215	0
Upstream Filter (I)	0.77	0.00	1.00	0.00	0.93	0.00	1.00	0.00
Uniform Delay (d1), s/veh	33.7	0.0	23.8	0.0	32.0	0.0	32.6	0.0
Incr Delay (d2), s/veh	14.7	0.0	21.6	0.0	22.8	0.0	11.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	48.4	0.0	45.4	0.0	54.8	0.0	43.9	0.0
1st-Term Q (Q1), veh/ln	1.3	0.0	3.6	0.0	1.5	0.0	1.4	0.0
2nd-Term Q (Q2), veh/ln	0.4	0.0	1.9	0.0	0.8	0.0	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	1.7	0.0	5.5	0.0	2.3	0.0	1.7	0.0
%ile Storage Ratio (RQ%)	0.24	0.00	0.04	0.00	0.29	0.00	0.19	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	2	0	1
Grp Vol (v), veh/h	0	448	0	67	0	433	0	207
Grp Sat Flow (s), veh/h/ln	0	1805	0	1805	0	1729	0	1805
Q Serve Time (g_s), s	0.0	1.0	0.0	2.6	0.0	3.0	0.0	7.0
Cycle Q Clear Time (g_c), s	0.0	1.0	0.0	2.6	0.0	3.0	0.0	7.0
Lane Grp Cap (c), veh/h	0	1662	0	130	0	1550	0	336
V/C Ratio (X)	0.00	0.27	0.00	0.52	0.00	0.28	0.00	0.62
Avail Cap (c_a), veh/h	0	1662	0	433	0	1550	0	568
Upstream Filter (I)	0.00	0.93	0.00	1.00	0.00	0.77	0.00	1.00
Uniform Delay (d1), s/veh	0.0	1.6	0.0	30.9	0.0	5.7	0.0	21.4
Incr Delay (d2), s/veh	0.0	0.4	0.0	3.2	0.0	0.3	0.0	1.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	2.0	0.0	34.1	0.0	6.0	0.0	23.2
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	1.1	0.0	0.9	0.0	2.5
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.1	0.0	0.2

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.4	0.0	1.2	0.0	1.0	0.0	2.6
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.01	0.00	0.01	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	158	0	69	0	222	0	207
Grp Sat Flow (s), veh/h/ln	0	1610	0	1668	0	1716	0	1759
Q Serve Time (g_s), s	0.0	2.1	0.0	2.9	0.0	3.2	0.0	7.2
Cycle Q Clear Time (g_c), s	0.0	2.1	0.0	2.9	0.0	3.2	0.0	7.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.77	0.00	0.60	0.00	0.44
Lane Grp Cap (c), veh/h	0	741	0	120	0	769	0	327
V/C Ratio (X)	0.00	0.21	0.00	0.57	0.00	0.29	0.00	0.63
Avail Cap (c_a), veh/h	0	741	0	400	0	769	0	554
Upstream Filter (I)	0.00	0.93	0.00	1.00	0.00	0.77	0.00	1.00
Uniform Delay (d1), s/veh	0.0	5.0	0.0	31.0	0.0	5.7	0.0	21.5
Incr Delay (d2), s/veh	0.0	0.6	0.0	4.2	0.0	0.7	0.0	2.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.6	0.0	35.3	0.0	6.4	0.0	23.5
1st-Term Q (Q1), veh/ln	0.0	0.6	0.0	1.1	0.0	0.9	0.0	2.5
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.2	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.7	0.0	1.2	0.0	1.1	0.0	2.7
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.01	0.00	0.01	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	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)	0	0	0	389	10	422	498	727	0	0	200	400
Future Volume (veh/h)	0	0	0	389	10	422	498	727	0	0	200	400
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1700	1800	1800	1700	1800	0	0	1800	1900
Adj Flow Rate, veh/h				409	11	444	524	765	0	0	211	421
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				459	10	423	539	2109	0	0	1148	376
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.28	0.28	0.28	0.67	1.00	0.00	0.00	0.23	0.23
Unsig. Movement Delay												
Ln Grp Delay, s/veh				50.1	0.0	88.8	40.8	0.4	0.0	0.0	28.0	117.3
Ln Grp LOS				D	A	F	D	A	A	A	C	F
Approach Vol, veh/h					864			1289			632	
Approach Delay, s/veh					70.5			16.8			87.5	
Approach LOS					E			B			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	10.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		60.0	30.0		34.5	25.5		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		55.5	25.5		31.5	19.5		
Max Allow Headway (MAH), s		5.2	4.7		3.8	4.4		
Max Q Clear (g_c+I1), s		2.0	27.5		29.6	23.0		
Green Ext Time (g_e), s		6.5	0.0		0.4	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	1.00		1.00	0.00		
Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			1619		1619	0		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3510	37			5076		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1494			1610		
Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0
Lane Assignment			L		L (Prot)			

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	409	0	524	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1619	0	1619	0	0	0
Q Serve Time (g_s), s	0.0	0.0	21.8	0.0	27.6	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	21.8	0.0	27.6	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1619	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	21.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	459	0	539	0	0	0
V/C Ratio (X)	0.00	0.00	0.89	0.00	0.97	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	459	0	567	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.79	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	30.9	0.0	14.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	19.2	0.0	26.1	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	50.1	0.0	40.8	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	8.2	0.0	4.3	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	2.4	0.0	3.9	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	10.7	0.0	8.2	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.22	0.00	0.79	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	3	0	0
Grp Vol (v), veh/h	0	765	0	0	0	211	0	0
Grp Sat Flow (s), veh/h/ln	0	1710	0	0	0	1638	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	2109	0	0	0	1148	0	0
V/C Ratio (X)	0.00	0.36	0.00	0.00	0.00	0.18	0.00	0.00
Avail Cap (c_a), veh/h	0	2109	0	0	0	1148	0	0
Upstream Filter (I)	0.00	0.79	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	27.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	0.0	0.0	0.0	28.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.0	0.0	1.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			T+R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	455	0	0	421	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1531	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	25.5	0.0	0.0	21.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	25.5	0.0	0.0	21.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.98	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	434	0	0	376	0	0
V/C Ratio (X)	0.00	0.00	1.05	0.00	0.00	1.12	0.00	0.00
Avail Cap (c_a), veh/h	0	0	434	0	0	376	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	32.3	0.0	0.0	34.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	56.6	0.0	0.0	82.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	88.8	0.0	0.0	117.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	9.1	0.0	0.0	8.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	6.8	0.0	0.0	8.7	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	15.9	0.0	0.0	16.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.33	0.00	0.00	0.36	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	5.3	0.0	0.0	11.2	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	49.5
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	374	8	386	0	0	0	0	868	473	289	553	0
Future Volume (veh/h)	374	8	386	0	0	0	0	868	473	289	553	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800				0	1800	1800	1600	1900	0
Adj Flow Rate, veh/h	394	8	406				0	914	498	304	582	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	490	9	454				0	2050	643	370	2042	0
HCM Platoon Ratio	1.33	1.33	1.33				1.00	1.33	1.33	1.33	1.33	1.00
Prop Arrive On Green	0.40	0.40	0.40				0.00	0.56	0.56	0.17	0.79	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	30.9	0.0	39.9				0.0	14.3	25.2	42.7	4.4	0.0
Ln Grp LOS	C	A	D				A	B	C	D	A	A
Approach Vol, veh/h		808						1412			886	
Approach Delay, s/veh		35.5						18.2			17.5	
Approach LOS		D						B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		10.0		4.0		
Phs Duration (G+Y+Rc), s	15.8	42.5		31.8		58.2		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	14.5	28.5		33.5		47.5		
Max Allow Headway (MAH), s	3.7	4.5		4.4		4.8		
Max Q Clear (g_c+I1), s	10.9	24.8		24.7		6.1		
Green Ext Time (g_e), s	0.3	2.4		2.5		3.8		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		0.39		0.00		

Left-Turn Movement Data			
Assigned Mvmt	1	5	7
Mvmt Sat Flow, veh/h	2956	0	1619

Through Movement Data			
Assigned Mvmt	2	4	6
Mvmt Sat Flow, veh/h	5040	30	3610

Right-Turn Movement Data			
Assigned Mvmt	12	14	16
Mvmt Sat Flow, veh/h	1525	1500	0

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

Lanes in Grp	2	0	0	1	0	0	0	0
Grp Vol (v), veh/h	304	0	0	394	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1478	0	0	1619	0	0	0	0
Q Serve Time (g_s), s	8.9	0.0	0.0	19.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	8.9	0.0	0.0	19.3	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1619	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	38.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	370	0	0	490	0	0	0	0
V/C Ratio (X)	0.82	0.00	0.00	0.80	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	476	0	0	603	0	0	0	0
Upstream Filter (I)	0.69	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	36.5	0.0	0.0	24.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	6.2	0.0	0.0	6.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	42.7	0.0	0.0	30.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	2.9	0.0	0.0	5.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.0	0.9	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	3.2	0.0	0.0	6.7	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.31	0.00	0.00	0.11	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	3	0	0	0	2	0	0
Grp Vol (v), veh/h	0	914	0	0	0	582	0	0
Grp Sat Flow (s), veh/h/ln	0	1620	0	0	0	1710	0	0
Q Serve Time (g_s), s	0.0	9.9	0.0	0.0	0.0	4.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	9.9	0.0	0.0	0.0	4.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	2050	0	0	0	2042	0	0
V/C Ratio (X)	0.00	0.45	0.00	0.00	0.00	0.28	0.00	0.00
Avail Cap (c_a), veh/h	0	2050	0	0	0	2042	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.69	0.00	0.00
Uniform Delay (d1), s/veh	0.0	13.6	0.0	0.0	0.0	4.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.3	0.0	0.0	0.0	4.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.9	0.0	0.0	0.0	1.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.0	0.0	0.0	0.0	1.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.10	0.00	0.00	0.00	0.10	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		T+R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	498	0	414	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1525	0	1530	0	0	0	0
Q Serve Time (g_s), s	0.0	22.8	0.0	22.7	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	22.8	0.0	22.7	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.98	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	643	0	463	0	0	0	0
V/C Ratio (X)	0.00	0.77	0.00	0.89	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	643	0	569	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	16.4	0.0	25.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	8.8	0.0	14.3	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.2	0.0	39.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.4	0.0	6.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.6	0.0	1.8	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	6.9	0.0	8.2	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.23	0.00	0.14	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		22.5						
HCM 6th LOS		C						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	739	73	215	317	178	127	616	575	235	344	45
Future Volume (veh/h)	76	739	73	215	317	178	127	616	575	235	344	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	80	778	77	226	334	187	134	648	605	247	362	47
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	72	783	77	229	736	404	291	851	595	293	761	98
HCM Platoon Ratio	1.00	1.00	1.00	1.66	1.66	1.00	1.66	1.66	1.66	1.00	1.00	1.00
Prop Arrive On Green	0.04	0.25	0.25	0.23	0.57	0.35	0.30	0.41	0.41	0.18	0.25	0.25
Unsig. Movement Delay												
Ln Grp Delay, s/veh	129.4	79.4	79.1	81.7	16.4	23.5	35.3	32.0	62.9	64.1	35.6	35.7
Ln Grp LOS	F	E	E	F	B	C	D	C	F	E	D	D
Approach Vol, veh/h		935			747			1387			656	
Approach Delay, s/veh		83.5			38.5			45.8			46.4	
Approach LOS		F			D			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	22.6	29.4	18.6	29.4	22.5	29.5	9.0	39.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	18.1	20.7	18.3	24.9	18.0	20.8	18.0	25.2
Max Allow Headway (MAH), s	3.7	4.4	3.7	4.8	3.7	4.8	3.7	4.9
Max Q Clear (g_c+I1), s	14.7	26.9	13.9	26.7	6.7	12.2	4.5	13.7
Green Ext Time (g_e), s	0.2	0.0	0.2	0.0	0.2	1.3	0.1	2.1
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00	0.89	1.00
Prob of Max Out (p_x)	0.00	0.00	0.57	1.00	0.00	0.00	0.00	0.16

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1619	1619	1619	1619

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3420	3143	3047	2131

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1525	311	393	1169

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	247	0	226	0	134	0	80	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	14.7	0.0	13.9	0.0	6.7	0.0	4.5	0.0
Cycle Q Clear Time (g_c), s	14.7	0.0	13.9	0.0	6.7	0.0	4.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	293	0	229	0	291	0	72	0
V/C Ratio (X)	0.84	0.00	0.99	0.00	0.46	0.00	1.11	0.00
Avail Cap (c_a), veh/h	293	0	296	0	291	0	291	0
Upstream Filter (I)	1.00	0.00	0.96	0.00	0.81	0.00	1.00	0.00
Uniform Delay (d1), s/veh	39.6	0.0	38.2	0.0	31.1	0.0	47.8	0.0
Incr Delay (d2), s/veh	24.5	0.0	43.5	0.0	4.2	0.0	81.7	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	64.1	0.0	81.7	0.0	35.3	0.0	129.4	0.0
1st-Term Q (Q1), veh/ln	5.5	0.0	4.6	0.0	2.3	0.0	1.7	0.0
2nd-Term Q (Q2), veh/ln	2.0	0.0	2.8	0.0	0.3	0.0	1.6	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	7.5	0.0	7.4	0.0	2.7	0.0	3.4	0.0
%ile Storage Ratio (RQ%)	0.12	0.00	0.07	0.00	0.13	0.00	0.05	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	1	0	1
Grp Vol (v), veh/h	0	648	0	423	0	202	0	267
Grp Sat Flow (s), veh/h/ln	0	1710	0	1710	0	1710	0	1710
Q Serve Time (g_s), s	0.0	16.2	0.0	24.7	0.0	10.0	0.0	9.0
Cycle Q Clear Time (g_c), s	0.0	16.2	0.0	24.7	0.0	10.0	0.0	9.0
Lane Grp Cap (c), veh/h	0	851	0	426	0	427	0	591
V/C Ratio (X)	0.00	0.76	0.00	0.99	0.00	0.47	0.00	0.45
Avail Cap (c_a), veh/h	0	851	0	426	0	427	0	591
Upstream Filter (I)	0.00	0.81	0.00	1.00	0.00	1.00	0.00	0.96
Uniform Delay (d1), s/veh	0.0	26.8	0.0	37.5	0.0	31.9	0.0	15.9
Incr Delay (d2), s/veh	0.0	5.2	0.0	41.9	0.0	3.7	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.0	0.0	79.4	0.0	35.6	0.0	16.4
1st-Term Q (Q1), veh/ln	0.0	5.1	0.0	9.6	0.0	3.9	0.0	2.8
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	5.0	0.0	0.4	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.7	0.0	14.6	0.0	4.4	0.0	2.9
%ile Storage Ratio (RQ%)	0.00	0.29	0.00	0.20	0.00	0.07	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	605	0	432	0	207	0	254
Grp Sat Flow (s), veh/h/ln	0	1525	0	1744	0	1729	0	1590
Q Serve Time (g_s), s	0.0	24.9	0.0	24.7	0.0	10.2	0.0	11.7
Cycle Q Clear Time (g_c), s	0.0	24.9	0.0	24.7	0.0	10.2	0.0	11.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1525.4	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	14.1	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.18	0.00	0.23	0.00	0.74
Lane Grp Cap (c), veh/h	0	595	0	434	0	432	0	549
V/C Ratio (X)	0.00	1.02	0.00	0.99	0.00	0.48	0.00	0.46
Avail Cap (c_a), veh/h	0	595	0	434	0	432	0	549
Upstream Filter (I)	0.00	0.81	0.00	1.00	0.00	1.00	0.00	0.96
Uniform Delay (d1), s/veh	0.0	25.4	0.0	37.5	0.0	32.0	0.0	22.9
Incr Delay (d2), s/veh	0.0	37.5	0.0	41.6	0.0	3.8	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	62.9	0.0	79.1	0.0	35.7	0.0	23.5
1st-Term Q (Q1), veh/ln	0.0	11.7	0.0	9.8	0.0	4.0	0.0	3.9
2nd-Term Q (Q2), veh/ln	0.0	6.2	0.0	5.0	0.0	0.5	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	17.9	0.0	14.8	0.0	4.5	0.0	4.0
%ile Storage Ratio (RQ%)	0.00	0.90	0.00	0.20	0.00	0.07	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		53.9						
HCM 6th LOS		D						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	467	120	351	249	93	83	569	292	180	686	103
Future Volume (veh/h)	239	467	120	351	249	93	83	569	292	180	686	103
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Adj Flow Rate, veh/h	252	492	21	369	262	45	87	599	96	189	722	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	279	573	24	390	702	119	107	889	764	207	1624	7
HCM Platoon Ratio	2.00	2.00	1.66	2.00	1.66	1.66	2.00	2.00	2.00	2.00	1.66	1.33
Prop Arrive On Green	0.34	0.34	0.28	0.48	0.40	0.40	0.13	0.52	0.52	0.26	0.53	0.43
Unsig. Movement Delay												
Ln Grp Delay, s/veh	53.1	45.6	45.6	53.6	22.8	22.9	59.1	22.5	7.9	65.8	17.1	18.0
Ln Grp LOS	D	D	D	D	C	C	E	C	A	E	B	B
Approach Vol, veh/h		765			676			782			914	
Approach Delay, s/veh		48.1			39.7			24.7			27.4	
Approach LOS		D			D			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	16.0	27.9	26.2	19.9	10.5	33.4	20.0	26.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	11.5	20.0	22.5	18.0	7.9	23.6	18.3	22.2
Max Allow Headway (MAH), s	3.8	5.1	3.8	5.2	3.8	5.2	3.8	5.3
Max Q Clear (g_c+I1), s	12.2	13.6	21.5	14.4	6.7	9.9	15.3	7.8
Green Ext Time (g_e), s	0.0	2.3	0.1	1.0	0.0	4.0	0.2	1.5
Prob of Phs Call (p_c)	0.99	1.00	1.00	1.00	0.89	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.03

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1619	1619	1619	1619

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3420	3342	5051	2925

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1525	142	21	496

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	189	0	369	0	87	0	252	0
Grp Sat Flow (s), veh/h/ln	1619	0	1619	0	1619	0	1619	0
Q Serve Time (g_s), s	10.2	0.0	19.5	0.0	4.7	0.0	13.3	0.0
Cycle Q Clear Time (g_c), s	10.2	0.0	19.5	0.0	4.7	0.0	13.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	207	0	390	0	107	0	279	0
V/C Ratio (X)	0.91	0.00	0.95	0.00	0.81	0.00	0.90	0.00
Avail Cap (c_a), veh/h	207	0	405	0	142	0	329	0
Upstream Filter (I)	0.76	0.00	1.00	0.00	0.90	0.00	1.00	0.00
Uniform Delay (d1), s/veh	33.0	0.0	22.8	0.0	38.5	0.0	28.8	0.0
Incr Delay (d2), s/veh	32.8	0.0	30.8	0.0	20.6	0.0	24.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	65.8	0.0	53.6	0.0	59.1	0.0	53.1	0.0
1st-Term Q (Q1), veh/ln	3.4	0.0	4.9	0.0	1.7	0.0	4.1	0.0
2nd-Term Q (Q2), veh/ln	1.9	0.0	3.3	0.0	0.6	0.0	1.9	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	5.3	0.0	8.2	0.0	2.4	0.0	5.9	0.0
%ile Storage Ratio (RQ%)	0.73	0.00	0.05	0.00	0.29	0.00	0.67	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	2	0	1
Grp Vol (v), veh/h	0	599	0	251	0	468	0	152
Grp Sat Flow (s), veh/h/ln	0	1710	0	1710	0	1638	0	1710
Q Serve Time (g_s), s	0.0	11.6	0.0	12.3	0.0	7.9	0.0	5.6
Cycle Q Clear Time (g_c), s	0.0	11.6	0.0	12.3	0.0	7.9	0.0	5.6
Lane Grp Cap (c), veh/h	0	889	0	293	0	1053	0	410
V/C Ratio (X)	0.00	0.67	0.00	0.86	0.00	0.44	0.00	0.37
Avail Cap (c_a), veh/h	0	889	0	342	0	1053	0	422
Upstream Filter (I)	0.00	0.90	0.00	1.00	0.00	0.76	0.00	1.00
Uniform Delay (d1), s/veh	0.0	18.8	0.0	28.5	0.0	16.1	0.0	22.3
Incr Delay (d2), s/veh	0.0	3.7	0.0	17.0	0.0	1.0	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.5	0.0	45.6	0.0	17.1	0.0	22.8
1st-Term Q (Q1), veh/ln	0.0	3.4	0.0	4.0	0.0	2.5	0.0	2.1
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	1.4	0.0	0.2	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.9	0.0	5.4	0.0	2.7	0.0	2.1
%ile Storage Ratio (RQ%)	0.00	0.10	0.00	0.03	0.00	0.03	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	96	0	262	0	257	0	155
Grp Sat Flow (s), veh/h/ln	0	1525	0	1774	0	1796	0	1711
Q Serve Time (g_s), s	0.0	2.1	0.0	12.4	0.0	7.9	0.0	5.8
Cycle Q Clear Time (g_c), s	0.0	2.1	0.0	12.4	0.0	7.9	0.0	5.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1525.4	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	21.7	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.08	0.00	0.01	0.00	0.29
Lane Grp Cap (c), veh/h	0	764	0	304	0	578	0	410
V/C Ratio (X)	0.00	0.13	0.00	0.86	0.00	0.44	0.00	0.38
Avail Cap (c_a), veh/h	0	764	0	355	0	578	0	422
Upstream Filter (I)	0.00	0.90	0.00	1.00	0.00	0.76	0.00	1.00
Uniform Delay (d1), s/veh	0.0	7.6	0.0	28.8	0.0	16.1	0.0	22.3
Incr Delay (d2), s/veh	0.0	0.3	0.0	16.9	0.0	1.9	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	7.9	0.0	45.6	0.0	18.0	0.0	22.9
1st-Term Q (Q1), veh/ln	0.0	0.6	0.0	4.2	0.0	2.8	0.0	2.1
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	1.4	0.0	0.3	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.7	0.0	5.6	0.0	3.1	0.0	2.2
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.03	0.00	0.03	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		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)	0	0	0	370	4	210	643	594	0	0	629	809
Future Volume (veh/h)	0	0	0	370	4	210	643	594	0	0	629	809
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1800	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				389	4	221	677	625	0	0	662	852
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				428	4	385	730	2477	0	0	2286	710
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Prop Arrive On Green				0.24	0.24	0.24	0.42	1.00	0.00	0.00	0.88	0.44
Unsig. Movement Delay												
Ln Grp Delay, s/veh				64.6	0.0	41.9	40.4	0.1	0.0	0.0	4.4	137.0
Ln Grp LOS				E	A	D	D	A	A	A	A	F
Approach Vol, veh/h					614			1302			1514	
Approach Delay, s/veh					56.4			21.1			79.0	
Approach LOS					E			C			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		86.8	33.2		29.4	57.4		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		79.4	31.6		27.3	47.6		
Max Allow Headway (MAH), s		5.2	4.9		3.8	4.5		
Max Q Clear (g_c+I1), s		2.0	27.3		24.0	54.9		
Green Ext Time (g_e), s		5.0	1.3		0.9	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	1.00		1.00	0.00		
Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			1792		3510	0		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3705	18			5358		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1610			1610		
Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0
Lane Assignment			L+T		L (Prot)			

Lanes in Grp	0	0	1	0	2	0	0	0
Grp Vol (v), veh/h	0	0	393	0	677	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1810	0	1755	0	0	0
Q Serve Time (g_s), s	0.0	0.0	25.3	0.0	22.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	25.3	0.0	22.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	52.9	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.99	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	432	0	730	0	0	0
V/C Ratio (X)	0.00	0.00	0.91	0.00	0.93	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	477	0	799	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.31	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	44.4	0.0	34.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	20.2	0.0	6.3	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	64.6	0.0	40.4	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	11.3	0.0	7.5	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	2.4	0.0	0.6	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	13.7	0.0	8.2	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.28	0.00	0.76	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	3	0	0
Grp Vol (v), veh/h	0	625	0	0	0	662	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1729	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	2477	0	0	0	2286	0	0
V/C Ratio (X)	0.00	0.25	0.00	0.00	0.00	0.29	0.00	0.00
Avail Cap (c_a), veh/h	0	2477	0	0	0	2286	0	0
Upstream Filter (I)	0.00	0.31	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	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
Control Delay (d), s/veh	0.0	0.1	0.0	0.0	0.0	4.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	221	0	0	852	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1610	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	14.5	0.0	0.0	52.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	14.5	0.0	0.0	52.9	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	385	0	0	710	0	0
V/C Ratio (X)	0.00	0.00	0.57	0.00	0.00	1.20	0.00	0.00
Avail Cap (c_a), veh/h	0	0	424	0	0	710	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	40.3	0.0	0.0	33.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.6	0.0	0.0	103.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	41.9	0.0	0.0	137.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	5.8	0.0	0.0	20.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.2	0.0	0.0	20.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	5.9	0.0	0.0	40.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.12	0.00	0.00	0.87	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	35.6	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.0
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	627	9	559	0	0	0	0	762	352	107	557	0
Future Volume (veh/h)	627	9	559	0	0	0	0	762	352	107	557	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	660	9	588				0	802	371	113	586	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	612	8	545				0	906	281	143	902	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	1.00	1.00
Prop Arrive On Green	0.68	0.68	0.68				0.00	0.35	0.35	0.08	0.25	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	71.2	0.0	0.0				0.0	53.5	208.9	83.3	47.1	0.0
Ln Grp LOS	F	A	A				A	D	F	F	D	A
Approach Vol, veh/h		1257						1173			699	
Approach Delay, s/veh		71.2						102.6			53.0	
Approach LOS		E						F			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		12.0		4.0		
Phs Duration (G+Y+Rc), s	9.8	27.2		93.0		37.0		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	5.3	22.2		88.5		32.0		
Max Allow Headway (MAH), s	3.8	4.6		5.4		5.2		
Max Q Clear (g_c+I1), s	6.1	24.7		90.5		20.9		
Green Ext Time (g_e), s	0.0	0.0		0.0		3.0		
Prob of Phs Call (p_c)	0.98	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data			
Assigned Mvmt	1	5	7
Mvmt Sat Flow, veh/h	3510	0	898

Through Movement Data			
Assigned Mvmt		2	4	6
Mvmt Sat Flow, veh/h		5358	12	3705

Right-Turn Movement Data			
Assigned Mvmt		12	14	16
Mvmt Sat Flow, veh/h		1610	800	0

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

Lanes in Grp	2	0	0	1	0	0	0	0
Grp Vol (v), veh/h	113	0	0	1257	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1755	0	0	1711	0	0	0	0
Q Serve Time (g_s), s	4.1	0.0	0.0	88.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	4.1	0.0	0.0	88.5	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	22.7	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.53	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	143	0	0	1165	0	0	0	0
V/C Ratio (X)	0.79	0.00	0.00	1.08	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	143	0	0	1165	0	0	0	0
Upstream Filter (I)	0.96	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	59.2	0.0	0.0	20.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	24.2	0.0	0.0	50.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	83.3	0.0	0.0	71.2	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.8	0.0	0.0	31.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.5	0.0	0.0	16.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	2.3	0.0	0.0	47.8	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.21	0.00	0.00	0.82	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	3	0	0	0	2	0	0
Grp Vol (v), veh/h	0	802	0	0	0	586	0	0
Grp Sat Flow (s), veh/h/ln	0	1729	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	18.9	0.0	0.0	0.0	18.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	18.9	0.0	0.0	0.0	18.9	0.0	0.0
Lane Grp Cap (c), veh/h	0	906	0	0	0	903	0	0
V/C Ratio (X)	0.00	0.89	0.00	0.00	0.00	0.65	0.00	0.00
Avail Cap (c_a), veh/h	0	906	0	0	0	903	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.96	0.00	0.00
Uniform Delay (d1), s/veh	0.0	41.1	0.0	0.0	0.0	43.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	12.4	0.0	0.0	0.0	3.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	53.5	0.0	0.0	0.0	47.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.3	0.0	0.0	0.0	8.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.0	0.0	0.0	0.0	0.4	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	7.4	0.0	0.0	0.0	8.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.24	0.00	0.00	0.00	0.83	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	371	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	22.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	22.7	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.47	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	281	0	0	0	0	0	0
V/C Ratio (X)	0.00	1.32	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	281	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	42.3	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	166.6	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	208.9	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	20.1	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.65	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	22.5	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		78.9						
HCM 6th LOS		E						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	293	70	453	809	165	85	233	296	226	538	82
Future Volume (veh/h)	39	293	70	453	809	165	85	233	296	226	538	82
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	308	74	477	852	174	89	245	312	238	566	86
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	58	410	97	423	1058	216	112	1136	507	212	1150	174
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.14	0.14	0.25	0.35	0.35	0.07	0.31	0.31	0.12	0.37	0.37
Unsig. Movement Delay												
Ln Grp Delay, s/veh	62.1	45.5	46.1	116.7	33.5	33.5	59.0	25.6	34.4	143.4	27.1	27.1
Ln Grp LOS	E	D	D	F	C	C	E	C	C	F	C	C
Approach Vol, veh/h		423			1503			646			890	
Approach Delay, s/veh		47.4			59.9			34.5			58.2	
Approach LOS		D			E			C			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	16.2	36.0	29.2	18.6	11.1	41.1	7.9	39.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	11.7	21.1	24.7	24.5	9.9	22.9	6.5	42.7
Max Allow Headway (MAH), s	3.8	4.6	3.8	5.3	3.8	5.3	3.8	5.3
Max Q Clear (g_c+I1), s	13.7	18.5	26.7	12.4	7.1	16.0	4.4	27.8
Green Ext Time (g_e), s	0.0	0.7	0.0	1.8	0.0	2.3	0.0	6.0
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.92	1.00	0.68	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.11	1.00	0.00	1.00	0.37

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1810	1714	1714	1714

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3610	2896	3143	2986

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1610	685	476	610

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	238	0	477	0	89	0	41	0
Grp Sat Flow (s), veh/h/ln	1810	0	1714	0	1714	0	1714	0
Q Serve Time (g_s), s	11.7	0.0	24.7	0.0	5.1	0.0	2.4	0.0
Cycle Q Clear Time (g_c), s	11.7	0.0	24.7	0.0	5.1	0.0	2.4	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	212	0	423	0	112	0	58	0
V/C Ratio (X)	1.12	0.00	1.13	0.00	0.79	0.00	0.70	0.00
Avail Cap (c_a), veh/h	212	0	423	0	170	0	111	0
Upstream Filter (I)	1.00	0.00	0.81	0.00	0.95	0.00	1.00	0.00
Uniform Delay (d1), s/veh	44.2	0.0	37.6	0.0	46.1	0.0	47.8	0.0
Incr Delay (d2), s/veh	99.2	0.0	79.0	0.0	12.9	0.0	14.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	143.4	0.0	116.7	0.0	59.0	0.0	62.1	0.0
1st-Term Q (Q1), veh/ln	5.2	0.0	10.1	0.0	2.2	0.0	1.0	0.0
2nd-Term Q (Q2), veh/ln	5.8	0.0	9.3	0.0	0.4	0.0	0.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	11.0	0.0	19.4	0.0	2.6	0.0	1.2	0.0
%ile Storage Ratio (RQ%)	0.17	0.00	0.18	0.00	0.13	0.00	0.02	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	6.6	0.0	13.4	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	1	0	1
Grp Vol (v), veh/h	0	245	0	190	0	324	0	515
Grp Sat Flow (s), veh/h/ln	0	1805	0	1805	0	1805	0	1805
Q Serve Time (g_s), s	0.0	5.0	0.0	10.1	0.0	13.9	0.0	25.8
Cycle Q Clear Time (g_c), s	0.0	5.0	0.0	10.1	0.0	13.9	0.0	25.8
Lane Grp Cap (c), veh/h	0	1136	0	255	0	661	0	640
V/C Ratio (X)	0.00	0.22	0.00	0.75	0.00	0.49	0.00	0.81
Avail Cap (c_a), veh/h	0	1136	0	442	0	661	0	771
Upstream Filter (I)	0.00	0.95	0.00	1.00	0.00	1.00	0.00	0.81
Uniform Delay (d1), s/veh	0.0	25.2	0.0	41.2	0.0	24.5	0.0	29.2
Incr Delay (d2), s/veh	0.0	0.4	0.0	4.3	0.0	2.6	0.0	4.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.6	0.0	45.5	0.0	27.1	0.0	33.5
1st-Term Q (Q1), veh/ln	0.0	2.1	0.0	4.5	0.0	5.8	0.0	10.8
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.3	0.0	0.5	0.0	0.8

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.2	0.0	4.8	0.0	6.3	0.0	11.6
%ile Storage Ratio (RQ%)	0.00	0.11	0.00	0.06	0.00	0.10	0.00	0.11
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	312	0	192	0	328	0	511
Grp Sat Flow (s), veh/h/ln	0	1610	0	1777	0	1814	0	1790
Q Serve Time (g_s), s	0.0	16.5	0.0	10.4	0.0	14.0	0.0	25.8
Cycle Q Clear Time (g_c), s	0.0	16.5	0.0	10.4	0.0	14.0	0.0	25.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.39	0.00	0.26	0.00	0.34
Lane Grp Cap (c), veh/h	0	507	0	251	0	664	0	635
V/C Ratio (X)	0.00	0.62	0.00	0.76	0.00	0.49	0.00	0.81
Avail Cap (c_a), veh/h	0	507	0	435	0	664	0	764
Upstream Filter (I)	0.00	0.95	0.00	1.00	0.00	1.00	0.00	0.81
Uniform Delay (d1), s/veh	0.0	29.1	0.0	41.3	0.0	24.5	0.0	29.2
Incr Delay (d2), s/veh	0.0	5.3	0.0	4.8	0.0	2.6	0.0	4.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	34.4	0.0	46.1	0.0	27.1	0.0	33.5
1st-Term Q (Q1), veh/ln	0.0	6.2	0.0	4.5	0.0	5.9	0.0	10.8
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.3	0.0	0.5	0.0	0.8
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	7.0	0.0	4.8	0.0	6.4	0.0	11.5
%ile Storage Ratio (RQ%)	0.00	0.35	0.00	0.07	0.00	0.10	0.00	0.11
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.2
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	3	291	48	48	405	198	468	6	19	872	250
Future Volume (veh/h)	134	3	291	48	48	405	198	468	6	19	872	250
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	141	3	0	51	51	426	208	493	6	20	918	263
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	207	660		231	211	330	244	1686	21	41	948	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.35	0.00	0.23	0.23	0.23	0.14	0.46	0.46	0.02	0.34	0.34
Unsig. Movement Delay												
Ln Grp Delay, s/veh	44.6	17.1	0.0	25.7	0.0	183.3	57.4	14.3	14.3	43.0	44.3	45.3
Ln Grp LOS	D	B		C	A	F	E	B	B	D	D	D
Approach Vol, veh/h		144			528			707			1201	
Approach Delay, s/veh		44.0			152.9			27.0			44.8	
Approach LOS		D			F			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Case No	2.0	4.0		3.0	2.0	4.0	2.0	8.3
Phs Duration (G+Y+Rc), s	6.3	41.4		32.3	15.9	31.9	9.8	22.5
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.0	33.5		28.0	11.5	27.0	5.5	18.0
Max Allow Headway (MAH), s	3.8	5.2		5.2	3.8	5.3	3.8	5.5
Max Q Clear (g_c+I1), s	2.9	8.7		2.1	11.5	28.2	5.5	20.0
Green Ext Time (g_e), s	0.0	3.1		0.0	0.0	0.0	0.0	0.0
Prob of Phs Call (p_c)	0.36	1.00		1.00	0.99	1.00	0.96	1.00
Prob of Max Out (p_x)	1.00	0.00		0.00	1.00	0.00	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1				5		7	3
Mvmt Sat Flow, veh/h	1810				1714		3141	727

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3653		1900		2770		938

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		44		1610		792		1465

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

Lanes in Grp	1	0	0	0	1	0	2	1
Grp Vol (v), veh/h	20	0	0	0	208	0	141	102
Grp Sat Flow (s), veh/h/ln	1810	0	0	0	1714	0	1570	1665
Q Serve Time (g_s), s	0.9	0.0	0.0	0.0	9.5	0.0	3.5	1.8
Cycle Q Clear Time (g_c), s	0.9	0.0	0.0	0.0	9.5	0.0	3.5	3.8
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	1436
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	0.50
Lane Grp Cap (c), veh/h	41	0	0	0	244	0	207	442
V/C Ratio (X)	0.49	0.00	0.00	0.00	0.85	0.00	0.68	0.23
Avail Cap (c_a), veh/h	113	0	0	0	246	0	216	442
Upstream Filter (I)	0.48	0.00	0.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d1), s/veh	38.7	0.0	0.0	0.0	33.5	0.0	36.5	25.4
Incr Delay (d2), s/veh	4.4	0.0	0.0	0.0	23.9	0.0	8.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	43.0	0.0	0.0	0.0	57.4	0.0	44.6	25.7
1st-Term Q (Q1), veh/ln	0.4	0.0	0.0	0.0	3.8	0.0	1.3	1.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	1.6	0.0	0.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.4	0.0	0.0	0.0	5.5	0.0	1.6	1.6
%ile Storage Ratio (RQ%)	0.02	0.00	0.00	0.00	0.02	0.00	0.04	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	244	0	3	0	597	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	1805	0	0
Q Serve Time (g_s), s	0.0	6.7	0.0	0.1	0.0	26.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	6.7	0.0	0.1	0.0	26.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	833	0	660	0	617	0	0
V/C Ratio (X)	0.00	0.29	0.00	0.00	0.00	0.97	0.00	0.00
Avail Cap (c_a), veh/h	0	833	0	665	0	617	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.48	0.00	0.00
Uniform Delay (d1), s/veh	0.0	13.4	0.0	17.1	0.0	25.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.0	0.0	0.0	18.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.3	0.0	17.1	0.0	44.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.6	0.0	0.0	0.0	10.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	3.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.8	0.0	0.0	0.0	13.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.69	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	255	0	0	0	584	0	426
Grp Sat Flow (s), veh/h/ln	0	1892	0	1610	0	1757	0	1465
Q Serve Time (g_s), s	0.0	6.7	0.0	0.0	0.0	26.2	0.0	18.0
Cycle Q Clear Time (g_c), s	0.0	6.7	0.0	0.0	0.0	26.2	0.0	18.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.02	0.00	1.00	0.00	0.45	0.00	1.00
Lane Grp Cap (c), veh/h	0	873	0	559	0	601	0	330
V/C Ratio (X)	0.00	0.29	0.00	0.00	0.00	0.97	0.00	1.29
Avail Cap (c_a), veh/h	0	873	0	564	0	601	0	330
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.48	0.00	1.00
Uniform Delay (d1), s/veh	0.0	13.4	0.0	0.0	0.0	25.9	0.0	31.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.0	0.0	19.4	0.0	152.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.3	0.0	0.0	0.0	45.3	0.0	183.3
1st-Term Q (Q1), veh/ln	0.0	2.7	0.0	0.0	0.0	10.3	0.0	6.1
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	3.2	0.0	13.9
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.9	0.0	0.0	0.0	13.5	0.0	20.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.68	0.00	0.58
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.1
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	62.0
HCM 6th LOS	E

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	35	0	37	0	592	29	44	1071	0
Future Volume (veh/h)	0	0	0	35	0	37	0	592	29	44	1071	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	0	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	0	0	0	37	0	39	0	623	31	46	1127	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			No			Yes		
Cap, veh/h	0	2	0	51	0	0	0	1567	1328	60	1701	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00
Prop Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.00	0.00	1.00	1.00	0.03	0.90	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	0.0	75.9	0.0	0.0	0.0	0.8	0.0	75.8	3.7	0.0
Ln Grp LOS	A	A	A	E	A	A	A	A	A	E	A	A
Approach Vol, veh/h		0			37			654			1173	
Approach Delay, s/veh		0.0			75.9			0.7			6.5	
Approach LOS					E			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6		
Case No	2.0	7.0	2.0	8.0		4.0		
Phs Duration (G+Y+Rc), s	8.5	103.5	8.0	0.0		112.0		
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5		
Max Green (Gmax), s	15.1	30.7	28.1	28.1		50.3		
Max Allow Headway (MAH), s	3.8	5.2	3.8	0.0		5.2		
Max Q Clear (g_c+I1), s	5.0	2.0	4.6	0.0		20.3		
Green Ext Time (g_e), s	0.0	4.8	0.1	0.0		12.5		
Prob of Phs Call (p_c)	0.78	1.00	0.71	0.00		1.00		
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00		0.00		

Left-Turn Movement Data				
Assigned Mvmt	1	5	3	7
Mvmt Sat Flow, veh/h	1810	0	1714	0

Through Movement Data			
Assigned Mvmt	2	4	6
Mvmt Sat Flow, veh/h	1900	-85500	1900

Right-Turn Movement Data			
Assigned Mvmt	12	14	16
Mvmt Sat Flow, veh/h	1610	0	0

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

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	46	0	37	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1714	0	0	0	0	0
Q Serve Time (g_s), s	3.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	3.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	99.0	0.0	-4.5	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	60	0	51	0	0	0	0	0
V/C Ratio (X)	0.77	0.00	0.73	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	228	0	401	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	57.6	0.0	57.8	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	18.2	0.0	18.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	75.8	0.0	75.9	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.4	0.0	1.1	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.7	0.0	1.4	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.17	0.00	0.02	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	623	0	0	0	1127	0	0
Grp Sat Flow (s), veh/h/ln	0	1900	0	1900	0	1900	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	18.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	18.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1567	0	2	0	1701	0	0
V/C Ratio (X)	0.00	0.40	0.00	0.00	0.00	0.66	0.00	0.00
Avail Cap (c_a), veh/h	0	1567	0	445	0	1701	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.0	0.0	2.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.8	0.0	0.0	0.0	3.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	1.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	0.0	0.0	2.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.00	0.27	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	31	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1328	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1328	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		5.8						
HCM 6th LOS		A						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	10	13	20	11	8	17	632	28	14	912	128
Future Volume (veh/h)	28	10	13	20	11	8	17	632	28	14	912	128
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	11	14	21	12	8	18	665	29	15	960	135
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	103	34	47	97	50	35	32	1491	65	30	1340	188
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Prop Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.02	0.82	0.82	0.03	1.00	1.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	58.0	0.0	57.6	57.4	0.0	56.7	72.1	0.0	3.8	70.2	0.0	2.9
Ln Grp LOS	E	A	E	E	A	E	E	A	A	E	A	A
Approach Vol, veh/h		54			41			712			1110	
Approach Delay, s/veh		57.8			57.1			5.5			3.8	
Approach LOS		E			E			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	2.0	4.0		8.0	2.0	4.0		8.0
Phs Duration (G+Y+Rc), s	6.5	103.5		10.0	6.8	103.2		10.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green (Gmax), s	27.0	39.5		40.0	27.0	39.5		40.0
Max Allow Headway (MAH), s	3.8	5.2		5.3	3.8	5.3		5.3
Max Q Clear (g_c+I1), s	3.0	14.2		5.5	3.2	2.0		5.1
Green Ext Time (g_e), s	0.0	5.3		0.3	0.0	13.1		0.2
Prob of Phs Call (p_c)	0.39	1.00		0.96	0.45	1.00		0.96
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1810			1007	1714			897

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1807		747		1630		1079

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		79		1021		229		764

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

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	15	0	0	33	18	0	0	24
Grp Sat Flow (s), veh/h/ln	1810	0	0	1229	1714	0	0	1149
Q Serve Time (g_s), s	1.0	0.0	0.0	2.3	1.2	0.0	0.0	1.5
Cycle Q Clear Time (g_c), s	1.0	0.0	0.0	3.5	1.2	0.0	0.0	3.1
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1414	0	0	0	1408
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	5.5	0.0	0.0	0.0	5.5
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	4.3	0.0	0.0	0.0	3.9
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	2.3	0.0	0.0	0.0	1.5
Time to First Blk (g_f), s	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.3
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.3
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.88	1.00	0.00	0.00	0.86
Lane Grp Cap (c), veh/h	30	0	0	113	32	0	0	109
V/C Ratio (X)	0.51	0.00	0.00	0.29	0.56	0.00	0.00	0.22
Avail Cap (c_a), veh/h	407	0	0	532	386	0	0	528
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.96	0.00	0.00	1.00
Uniform Delay (d1), s/veh	57.6	0.0	0.0	56.6	58.4	0.0	0.0	56.4
Incr Delay (d2), s/veh	12.7	0.0	0.0	1.4	13.7	0.0	0.0	1.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	70.2	0.0	0.0	58.0	72.1	0.0	0.0	57.4
1st-Term Q (Q1), veh/ln	0.4	0.0	0.0	1.0	0.5	0.0	0.0	0.7
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.5	0.0	0.0	1.0	0.7	0.0	0.0	0.8
%ile Storage Ratio (RQ%)	0.06	0.00	0.00	0.12	0.01	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	694	0	21	0	1095	0	17
Grp Sat Flow (s), veh/h/ln	0	1886	0	1545	0	1859	0	1591
Q Serve Time (g_s), s	0.0	12.2	0.0	1.6	0.0	0.0	0.0	1.2
Cycle Q Clear Time (g_c), s	0.0	12.2	0.0	1.6	0.0	0.0	0.0	1.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.04	0.00	0.66	0.00	0.12	0.00	0.48
Lane Grp Cap (c), veh/h	0	1556	0	71	0	1529	0	73
V/C Ratio (X)	0.00	0.45	0.00	0.30	0.00	0.72	0.00	0.23
Avail Cap (c_a), veh/h	0	1556	0	515	0	1529	0	530
Upstream Filter (I)	0.00	0.96	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	2.9	0.0	55.4	0.0	0.0	0.0	55.2
Incr Delay (d2), s/veh	0.0	0.9	0.0	2.3	0.0	2.9	0.0	1.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.8	0.0	57.6	0.0	2.9	0.0	56.7
1st-Term Q (Q1), veh/ln	0.0	3.3	0.0	0.6	0.0	0.0	0.0	0.5
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	1.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.6	0.0	0.7	0.0	1.2	0.0	0.5
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.08	0.00	0.14	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	7.1
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	212	45	218	482	120	187	324	154	125	638	110
Future Volume (veh/h)	72	212	45	218	482	120	187	324	154	125	638	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900	1700	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	76	223	47	229	507	126	197	341	0	132	672	116
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	96	910	282	224	689	307	233	1454		169	1109	191
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.06	0.18	0.18	0.07	0.19	0.19	0.14	0.40	0.00	0.09	0.36	0.36
Unsig. Movement Delay												
Ln Grp Delay, s/veh	56.0	25.0	24.8	79.9	27.7	25.3	50.9	14.1	0.0	37.6	21.1	21.1
Ln Grp LOS	E	C	C	F	C	C	D	B		D	C	C
Approach Vol, veh/h		346			862			538			920	
Approach Delay, s/veh		31.8			41.2			27.6			23.5	
Approach LOS		C			D			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	11.0	32.7	9.5	16.8	14.0	29.7	8.4	17.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	9.5	19.5	5.0	18.0	9.5	19.5	5.0	18.0
Max Allow Headway (MAH), s	3.8	5.2	3.8	5.0	3.8	5.3	3.8	5.0
Max Q Clear (g_c+I1), s	7.0	6.4	7.0	4.6	9.9	14.5	5.1	11.3
Green Ext Time (g_e), s	0.1	1.8	0.0	1.3	0.0	2.2	0.0	2.1
Prob of Phs Call (p_c)	0.92	1.00	0.99	1.00	0.98	1.00	0.77	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.02	1.00	0.00	1.00	0.66

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1810	3141	1714	1714

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3610	5187	3079	3610

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1610	1610	531	1610

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

Lanes in Grp	1	0	2	0	1	0	1	0
Grp Vol (v), veh/h	132	0	229	0	197	0	76	0
Grp Sat Flow (s), veh/h/ln	1810	0	1570	0	1714	0	1714	0
Q Serve Time (g_s), s	5.0	0.0	5.0	0.0	7.9	0.0	3.1	0.0
Cycle Q Clear Time (g_c), s	5.0	0.0	5.0	0.0	7.9	0.0	3.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	169	0	224	0	233	0	96	0
V/C Ratio (X)	0.78	0.00	1.02	0.00	0.85	0.00	0.79	0.00
Avail Cap (c_a), veh/h	246	0	224	0	233	0	122	0
Upstream Filter (I)	0.66	0.00	0.49	0.00	0.86	0.00	1.00	0.00
Uniform Delay (d1), s/veh	31.0	0.0	32.5	0.0	29.5	0.0	32.6	0.0
Incr Delay (d2), s/veh	6.5	0.0	47.4	0.0	21.3	0.0	23.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	37.6	0.0	79.9	0.0	50.9	0.0	56.0	0.0
1st-Term Q (Q1), veh/ln	2.1	0.0	1.8	0.0	3.1	0.0	1.2	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	1.5	0.0	1.4	0.0	0.6	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.4	0.0	3.3	0.0	4.5	0.0	1.9	0.0
%ile Storage Ratio (RQ%)	0.23	0.00	0.33	0.00	0.66	0.00	0.46	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	3	0	1	0	2
Grp Vol (v), veh/h	0	341	0	223	0	394	0	507
Grp Sat Flow (s), veh/h/ln	0	1805	0	1729	0	1805	0	1805
Q Serve Time (g_s), s	0.0	4.4	0.0	2.6	0.0	12.5	0.0	9.3
Cycle Q Clear Time (g_c), s	0.0	4.4	0.0	2.6	0.0	12.5	0.0	9.3
Lane Grp Cap (c), veh/h	0	1454	0	910	0	650	0	689
V/C Ratio (X)	0.00	0.23	0.00	0.25	0.00	0.61	0.00	0.74
Avail Cap (c_a), veh/h	0	1454	0	1334	0	650	0	928
Upstream Filter (I)	0.00	0.86	0.00	1.00	0.00	0.66	0.00	0.49
Uniform Delay (d1), s/veh	0.0	13.8	0.0	24.9	0.0	18.3	0.0	26.7
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.1	0.0	2.8	0.0	1.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.1	0.0	25.0	0.0	21.1	0.0	27.7
1st-Term Q (Q1), veh/ln	0.0	1.6	0.0	1.0	0.0	4.8	0.0	3.8
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.5	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.7	0.0	1.0	0.0	5.3	0.0	3.9
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.00	0.05	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	47	0	394	0	126
Grp Sat Flow (s), veh/h/ln	0	1610	0	1610	0	1804	0	1610
Q Serve Time (g_s), s	0.0	0.0	0.0	1.7	0.0	12.5	0.0	4.8
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	1.7	0.0	12.5	0.0	4.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.29	0.00	1.00
Lane Grp Cap (c), veh/h	0	649	0	282	0	650	0	307
V/C Ratio (X)	0.00	0.00	0.00	0.17	0.00	0.61	0.00	0.41
Avail Cap (c_a), veh/h	0	649	0	414	0	650	0	414
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.66	0.00	0.49
Uniform Delay (d1), s/veh	0.0	0.0	0.0	24.5	0.0	18.3	0.0	24.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	2.8	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	24.8	0.0	21.1	0.0	25.3
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.6	0.0	4.8	0.0	1.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.7	0.0	5.3	0.0	1.8
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	31.1
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	88	57	391	559	101	132	581	206	85	582	182
Future Volume (veh/h)	87	88	57	391	559	101	132	581	206	85	582	182
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900	1700	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	92	93	60	412	588	106	139	612	217	89	613	192
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	117	338	202	482	736	132	172	1400	624	115	1380	423
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.16	0.16	0.15	0.24	0.24	0.10	0.39	0.39	0.06	0.35	0.35
Unsig. Movement Delay												
Ln Grp Delay, s/veh	51.4	28.4	28.7	45.0	33.3	33.5	50.4	17.8	17.6	44.3	19.4	20.3
Ln Grp LOS	D	C	C	D	C	C	D	B	B	D	B	C
Approach Vol, veh/h		245			1106			968			894	
Approach Delay, s/veh		37.1			37.7			22.4			22.1	
Approach LOS		D			D			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	9.3	33.6	16.0	16.2	12.0	30.8	9.6	22.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	6.4	21.1	11.5	18.0	8.5	19.0	6.9	22.6
Max Allow Headway (MAH), s	3.8	4.9	3.8	5.4	3.8	5.3	3.8	5.3
Max Q Clear (g_c+I1), s	5.6	11.4	11.6	5.1	8.0	11.2	6.0	15.6
Green Ext Time (g_e), s	0.0	3.5	0.0	0.6	0.0	3.2	0.0	2.5
Prob of Phs Call (p_c)	0.84	1.00	1.00	1.00	0.94	1.00	0.85	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.01	1.00	0.00	1.00	0.74

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1810	3141	1714	1714

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3610	2172	3934	3056

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1610	1299	1207	550

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

Lanes in Grp	1	0	2	0	1	0	1	0
Grp Vol (v), veh/h	89	0	412	0	139	0	92	0
Grp Sat Flow (s), veh/h/ln	1810	0	1570	0	1714	0	1714	0
Q Serve Time (g_s), s	3.6	0.0	9.6	0.0	6.0	0.0	4.0	0.0
Cycle Q Clear Time (g_c), s	3.6	0.0	9.6	0.0	6.0	0.0	4.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	115	0	482	0	172	0	117	0
V/C Ratio (X)	0.77	0.00	0.86	0.00	0.81	0.00	0.79	0.00
Avail Cap (c_a), veh/h	154	0	482	0	194	0	158	0
Upstream Filter (I)	0.59	0.00	1.00	0.00	0.86	0.00	1.00	0.00
Uniform Delay (d1), s/veh	34.6	0.0	30.9	0.0	33.0	0.0	34.4	0.0
Incr Delay (d2), s/veh	9.7	0.0	14.1	0.0	17.4	0.0	17.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	44.3	0.0	45.0	0.0	50.4	0.0	51.4	0.0
1st-Term Q (Q1), veh/ln	1.6	0.0	3.5	0.0	2.4	0.0	1.6	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.9	0.0	0.8	0.0	0.6	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	1.9	0.0	4.4	0.0	3.2	0.0	2.2	0.0
%ile Storage Ratio (RQ%)	0.26	0.00	0.03	0.00	0.40	0.00	0.24	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	2	0	1
Grp Vol (v), veh/h	0	612	0	76	0	537	0	347
Grp Sat Flow (s), veh/h/ln	0	1805	0	1805	0	1729	0	1805
Q Serve Time (g_s), s	0.0	9.4	0.0	2.8	0.0	9.0	0.0	13.5
Cycle Q Clear Time (g_c), s	0.0	9.4	0.0	2.8	0.0	9.0	0.0	13.5
Lane Grp Cap (c), veh/h	0	1400	0	281	0	1213	0	435
V/C Ratio (X)	0.00	0.44	0.00	0.27	0.00	0.44	0.00	0.80
Avail Cap (c_a), veh/h	0	1400	0	433	0	1213	0	544
Upstream Filter (I)	0.00	0.86	0.00	1.00	0.00	0.59	0.00	1.00
Uniform Delay (d1), s/veh	0.0	16.9	0.0	27.9	0.0	18.7	0.0	26.8
Incr Delay (d2), s/veh	0.0	0.9	0.0	0.5	0.0	0.7	0.0	6.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.8	0.0	28.4	0.0	19.4	0.0	33.3
1st-Term Q (Q1), veh/ln	0.0	3.6	0.0	1.2	0.0	3.4	0.0	5.5
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.8

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.8	0.0	1.2	0.0	3.5	0.0	6.3
%ile Storage Ratio (RQ%)	0.00	0.10	0.00	0.01	0.00	0.03	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	217	0	77	0	268	0	347
Grp Sat Flow (s), veh/h/ln	0	1610	0	1666	0	1683	0	1801
Q Serve Time (g_s), s	0.0	7.2	0.0	3.1	0.0	9.2	0.0	13.6
Cycle Q Clear Time (g_c), s	0.0	7.2	0.0	3.1	0.0	9.2	0.0	13.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.78	0.00	0.72	0.00	0.31
Lane Grp Cap (c), veh/h	0	624	0	259	0	590	0	434
V/C Ratio (X)	0.00	0.35	0.00	0.30	0.00	0.45	0.00	0.80
Avail Cap (c_a), veh/h	0	624	0	400	0	590	0	543
Upstream Filter (I)	0.00	0.86	0.00	1.00	0.00	0.59	0.00	1.00
Uniform Delay (d1), s/veh	0.0	16.2	0.0	28.0	0.0	18.8	0.0	26.8
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.6	0.0	1.5	0.0	6.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.6	0.0	28.7	0.0	20.3	0.0	33.5
1st-Term Q (Q1), veh/ln	0.0	2.5	0.0	1.2	0.0	3.4	0.0	5.6
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.8
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.7	0.0	1.2	0.0	3.6	0.0	6.4
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.01	0.00	0.04	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	28.7
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	327	388	409	631	886	0	0	1033	563
Future Volume (veh/h)	0	0	0	327	388	409	631	886	0	0	1033	563
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1800	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				344	408	431	664	933	0	0	1087	593
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				287	340	543	520	2232	0	0	997	423
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Prop Arrive On Green				0.34	0.34	0.34	0.57	1.00	0.00	0.00	0.52	0.26
Unsig. Movement Delay												
Ln Grp Delay, s/veh				144.4	0.0	43.9	155.8	0.2	0.0	0.0	81.1	235.8
Ln Grp LOS				F	A	D	F	A	A	A	F	F
Approach Vol, veh/h					1183			1597			1680	
Approach Delay, s/veh					107.7			64.9			135.7	
Approach LOS					F			E			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		75.0	45.0		39.0	36.0		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		70.5	40.5		34.5	31.5		
Max Allow Headway (MAH), s		5.2	4.9		3.8	4.8		
Max Q Clear (g_c+I1), s		2.0	42.5		36.5	33.5		
Green Ext Time (g_e), s		8.6	0.0		0.0	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	1.00		1.00	0.00		
Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			850		1810	0		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3800	1008			3800		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1610			1610		
Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0
Lane Assignment			L+T		L (Prot)			

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	752	0	664	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1858	0	1810	0	0	0
Q Serve Time (g_s), s	0.0	0.0	40.5	0.0	34.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	40.5	0.0	34.5	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	31.5	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.46	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	627	0	520	0	0	0
V/C Ratio (X)	0.00	0.00	1.20	0.00	1.28	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	627	0	520	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.39	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	39.8	0.0	25.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	104.6	0.0	130.3	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	144.4	0.0	155.8	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	18.2	0.0	10.3	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	18.2	0.0	18.8	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	36.4	0.0	29.1	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.88	0.00	4.85	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	31.3	0.0	35.9	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	933	0	0	0	1087	0	0
Grp Sat Flow (s), veh/h/ln	0	1900	0	0	0	1900	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	31.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	31.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	2233	0	0	0	997	0	0
V/C Ratio (X)	0.00	0.42	0.00	0.00	0.00	1.09	0.00	0.00
Avail Cap (c_a), veh/h	0	2233	0	0	0	998	0	0
Upstream Filter (I)	0.00	0.39	0.00	0.00	0.00	0.73	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	28.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	52.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.2	0.0	0.0	0.0	81.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	10.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	7.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.0	0.0	17.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.47	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	22.4	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	431	0	0	593	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1610	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	29.1	0.0	0.0	31.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	29.1	0.0	0.0	31.5	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	543	0	0	423	0	0
V/C Ratio (X)	0.00	0.00	0.79	0.00	0.00	1.40	0.00	0.00
Avail Cap (c_a), veh/h	0	0	543	0	0	423	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.73	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	36.0	0.0	0.0	44.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	7.9	0.0	0.0	191.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	43.9	0.0	0.0	235.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	11.3	0.0	0.0	12.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	1.2	0.0	0.0	22.5	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	12.5	0.0	0.0	34.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.30	0.00	0.00	0.91	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	42.6	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	103.0
HCM 6th LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	508	17	702	0	0	0	0	1039	184	161	703	0
Future Volume (veh/h)	508	17	702	0	0	0	0	1039	184	161	703	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	535	18	739				0	1094	194	169	740	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	672	23	617				0	1286	574	200	1865	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	1.00	1.00
Prop Arrive On Green	0.38	0.38	0.38				0.00	0.71	0.71	0.22	0.52	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	31.1	0.0	131.6				0.0	18.4	10.5	37.3	13.3	0.0
Ln Grp LOS	C	A	F				A	B	B	D	B	A
Approach Vol, veh/h		1292						1288			909	
Approach Delay, s/veh		88.6						17.2			17.7	
Approach LOS		F						B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		12.0		4.0		
Phs Duration (G+Y+Rc), s	14.4	36.6		39.0		51.0		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	10.5	31.5		34.5		46.5		
Max Allow Headway (MAH), s	3.8	5.1		5.5		5.2		
Max Q Clear (g_c+I1), s	10.1	21.9		36.5		13.2		
Green Ext Time (g_e), s	0.0	5.6		0.0		5.9		
Prob of Phs Call (p_c)	0.99	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data			
Assigned Mvmt	1	5	7
Mvmt Sat Flow, veh/h	1810	0	1753

Through Movement Data			
Assigned Mvmt	2	4	6
Mvmt Sat Flow, veh/h	3705	59	3705

Right-Turn Movement Data			
Assigned Mvmt	12	14	16
Mvmt Sat Flow, veh/h	1610	1610	0

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

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	169	0	0	553	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	0	1812	0	0	0	0
Q Serve Time (g_s), s	8.1	0.0	0.0	24.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	8.1	0.0	0.0	24.4	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	32.1	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.97	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	200	0	0	695	0	0	0	0
V/C Ratio (X)	0.85	0.00	0.00	0.80	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	211	0	0	695	0	0	0	0
Upstream Filter (I)	0.09	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	34.3	0.0	0.0	24.6	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.0	0.0	0.0	6.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	37.3	0.0	0.0	31.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	3.1	0.0	0.0	10.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	3.3	0.0	0.0	11.2	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.55	0.00	0.00	0.33	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1094	0	0	0	740	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	19.9	0.0	0.0	0.0	11.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	19.9	0.0	0.0	0.0	11.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	1286	0	0	0	1865	0	0
V/C Ratio (X)	0.00	0.85	0.00	0.00	0.00	0.40	0.00	0.00
Avail Cap (c_a), veh/h	0	1286	0	0	0	1865	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.09	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.2	0.0	0.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	7.2	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	18.4	0.0	0.0	0.0	13.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.7	0.0	0.0	0.0	4.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.0	0.0	0.0	0.0	4.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.00	0.00	0.20	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		T+R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	194	0	739	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	0	1610	0	0	0	0
Q Serve Time (g_s), s	0.0	4.1	0.0	34.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.1	0.0	34.5	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	574	0	617	0	0	0	0
V/C Ratio (X)	0.00	0.34	0.00	1.20	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	574	0	617	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.9	0.0	27.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.6	0.0	103.9	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.5	0.0	131.6	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.2	0.0	12.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	17.8	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.5	0.0	30.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.89	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	30.4	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		43.8						
HCM 6th LOS		D						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	525	589	1104	1174	0	0	0	0	303	0	312
Future Volume (veh/h)	0	525	589	1104	1174	0	0	0	0	303	0	312
Number	7	4	14	3	8	18				1	6	16
Initial Q, veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1900	1900	1700	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	553	0	1162	1236	0				319	0	328
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	678		1221	2261	0				495	0	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Prop Arrive On Green	0.00	0.19	0.00	0.39	0.63	0.00				0.27	0.00	0.27
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	39.2	0.0	36.2	9.7	0.0				35.2	0.0	40.7
Ln Grp LOS	A	D		D	A	A				D	A	D
Approach Vol, veh/h		553			2398						647	
Approach Delay, s/veh		39.2			22.5						38.0	
Approach LOS		D			C						D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	6		3	4				8
Case No	11.0		2.0	7.0				4.0
Phs Duration (G+Y+Rc), s	29.1		39.5	21.4				60.9
Change Period (Y+Rc), s	4.5		4.5	4.5				4.5
Max Green (Gmax), s	20.5		35.5	20.5				60.5
Max Allow Headway (MAH), s	4.7		3.8	5.2				5.2
Max Q Clear (g_c+I1), s	18.7		34.3	15.2				19.5
Green Ext Time (g_e), s	0.6		0.7	1.7				12.5
Prob of Phs Call (p_c)	1.00		1.00	1.00				1.00
Prob of Max Out (p_x)	0.00		1.00	0.99				0.05

Left-Turn Movement Data			
Assigned Mvmt	1	3	7
Mvmt Sat Flow, veh/h	1810	3141	0

Through Movement Data			
Assigned Mvmt	6	4	8
Mvmt Sat Flow, veh/h	0	3705	3705

Right-Turn Movement Data			
Assigned Mvmt	16	14	18
Mvmt Sat Flow, veh/h	1610	1610	0

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

Lanes in Grp	1	0	2	0	0	0	0	0
Grp Vol (v), veh/h	319	0	1162	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1570	0	0	0	0	0
Q Serve Time (g_s), s	14.0	0.0	32.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	14.0	0.0	32.3	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	16.9	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	495	0	1221	0	0	0	0	0
V/C Ratio (X)	0.64	0.00	0.95	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	495	0	1239	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.52	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	28.8	0.0	26.7	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	6.3	0.0	9.5	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	35.2	0.0	36.2	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	5.9	0.0	11.4	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.9	0.0	1.6	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	6.8	0.0	13.1	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.53	0.00	0.80	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	6	0	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	2
Grp Vol (v), veh/h	0	0	0	553	0	0	0	1236
Grp Sat Flow (s), veh/h/ln	0	0	0	1805	0	0	0	1805
Q Serve Time (g_s), s	0.0	0.0	0.0	13.2	0.0	0.0	0.0	17.5
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	13.2	0.0	0.0	0.0	17.5
Lane Grp Cap (c), veh/h	0	0	0	678	0	0	0	2261
V/C Ratio (X)	0.00	0.00	0.00	0.82	0.00	0.00	0.00	0.55
Avail Cap (c_a), veh/h	0	0	0	822	0	0	0	2427
Upstream Filter (I)	0.00	0.00	0.00	0.76	0.00	0.00	0.00	0.52
Uniform Delay (d1), s/veh	0.0	0.0	0.0	35.1	0.0	0.0	0.0	9.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.1	0.0	0.0	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	39.2	0.0	0.0	0.0	9.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	5.7	0.0	0.0	0.0	6.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.1	0.0	0.0	0.0	6.1
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.38
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	16	0	0	14	0	0	0	18
Lane Assignment	R			R				
Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	328	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1610	0	0	1610	0	0	0	0
Q Serve Time (g_s), s	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	441	0	0	302	0	0	0	0
V/C Ratio (X)	0.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	441	0	0	367	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	10.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	40.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	7.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	27.9
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	531	0	0	1738	575	498	6	413	0	0	0
Future Volume (veh/h)	149	531	0	0	1738	575	498	6	413	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	157	559	0	0	1829	605	528	0	435			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Opposing Right Turn Influence	Yes			No			Yes					
Cap, veh/h	192	2107	0	0	2155	669	1099	0	978			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.11	0.58	0.00	0.00	0.42	0.42	0.30	0.00	0.30			
Unsig. Movement Delay												
Ln Grp Delay, s/veh	45.1	8.2	0.0	0.0	24.5	37.6	24.2	0.0	23.9			
Ln Grp LOS	D	A	A	A	C	D	C	A	C			
Approach Vol, veh/h		716			2434			963				
Approach Delay, s/veh		16.3			27.7			24.1				
Approach LOS		B			C			C				

Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4			7	8			
Case No			9.0		4.0			2.0	7.0			
Phs Duration (G+Y+Rc), s			28.8		51.2			13.5	37.7			
Change Period (Y+Rc), s			4.5		4.5			4.5	4.5			
Max Green (Gmax), s			21.5		49.5			11.5	33.5			
Max Allow Headway (MAH), s			3.9		5.2			3.8	4.9			
Max Q Clear (g_c+I1), s			11.5		8.1			9.2	30.1			
Green Ext Time (g_e), s			2.9		4.3			0.1	3.1			
Prob of Phs Call (p_c)			1.00		1.00			0.97	1.00			
Prob of Max Out (p_x)			0.00		0.00			1.00	1.00			
Left-Turn Movement Data												
Assigned Mvmt			5					7	3			
Mvmt Sat Flow, veh/h			3619					1714	0			
Through Movement Data												
Assigned Mvmt			2		4				8			
Mvmt Sat Flow, veh/h			0		3705				5358			
Right-Turn Movement Data												
Assigned Mvmt			12		14				18			
Mvmt Sat Flow, veh/h			3220		0				1610			
Left Lane Group Data												
Assigned Mvmt		0	5	0	0	0	0	7	3			
Lane Assignment			L					L (Prot)				

Lanes in Grp	0	2	0	0	0	0	1	0
Grp Vol (v), veh/h	0	528	0	0	0	0	157	0
Grp Sat Flow (s), veh/h/ln	0	1810	0	0	0	0	1714	0
Q Serve Time (g_s), s	0.0	9.5	0.0	0.0	0.0	0.0	7.2	0.0
Cycle Q Clear Time (g_c), s	0.0	9.5	0.0	0.0	0.0	0.0	7.2	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1810	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.2
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	1099	0	0	0	0	192	0
V/C Ratio (X)	0.00	0.48	0.00	0.00	0.00	0.00	0.82	0.00
Avail Cap (c_a), veh/h	0	1099	0	0	0	0	246	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.65	0.00
Uniform Delay (d1), s/veh	0.0	22.7	0.0	0.0	0.0	0.0	34.7	0.0
Incr Delay (d2), s/veh	0.0	1.5	0.0	0.0	0.0	0.0	10.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.2	0.0	0.0	0.0	0.0	45.1	0.0
1st-Term Q (Q1), veh/ln	0.0	3.9	0.0	0.0	0.0	0.0	2.9	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.6	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.1	0.0	0.0	0.0	0.0	3.5	0.0
%ile Storage Ratio (RQ%)	0.00	0.19	0.00	0.00	0.00	0.00	0.96	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	3
Grp Vol (v), veh/h	0	0	0	559	0	0	0	1829
Grp Sat Flow (s), veh/h/ln	0	0	0	1805	0	0	0	1729
Q Serve Time (g_s), s	0.0	0.0	0.0	6.1	0.0	0.0	0.0	25.5
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	6.1	0.0	0.0	0.0	25.5
Lane Grp Cap (c), veh/h	0	0	0	2107	0	0	0	2155
V/C Ratio (X)	0.00	0.00	0.00	0.27	0.00	0.00	0.00	0.85
Avail Cap (c_a), veh/h	0	0	0	2234	0	0	0	2172
Upstream Filter (I)	0.00	0.00	0.00	0.65	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	8.2	0.0	0.0	0.0	21.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	8.2	0.0	0.0	0.0	24.5
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	2.1	0.0	0.0	0.0	9.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	2.1	0.0	0.0	0.0	10.2
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.13	0.00	0.00	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment		R						R
Lanes in Grp	0	2	0	0	0	0	0	1
Grp Vol (v), veh/h	0	435	0	0	0	0	0	605
Grp Sat Flow (s), veh/h/ln	0	1610	0	0	0	0	0	1610
Q Serve Time (g_s), s	0.0	8.7	0.0	0.0	0.0	0.0	0.0	28.1
Cycle Q Clear Time (g_c), s	0.0	8.7	0.0	0.0	0.0	0.0	0.0	28.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	978	0	0	0	0	0	669
V/C Ratio (X)	0.00	0.44	0.00	0.00	0.00	0.00	0.00	0.90
Avail Cap (c_a), veh/h	0	978	0	0	0	0	0	674
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	22.4	0.0	0.0	0.0	0.0	0.0	21.9
Incr Delay (d2), s/veh	0.0	1.5	0.0	0.0	0.0	0.0	0.0	15.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.9	0.0	0.0	0.0	0.0	0.0	37.6
1st-Term Q (Q1), veh/ln	0.0	3.2	0.0	0.0	0.0	0.0	0.0	9.8
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	2.9
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.4	0.0	0.0	0.0	0.0	0.0	12.7
%ile Storage Ratio (RQ%)	0.00	0.16	0.00	0.00	0.00	0.00	0.00	0.88
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	260	27	104	429	472	21	9	32	352	299	404
Future Volume (veh/h)	66	260	27	104	429	472	21	9	32	352	299	404
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	69	274	28	109	452	497	22	9	34	371	315	425
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	87	1061	473	132	609	516	37	485	411	404	825	736
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.10	0.59	0.59	0.15	0.64	0.32	0.02	0.26	0.26	0.22	0.46	0.46
Unsig. Movement Delay												
Ln Grp Delay, s/veh	68.6	18.5	17.7	52.0	18.9	48.6	72.3	33.5	34.4	63.8	22.8	27.3
Ln Grp LOS	E	B	B	D	B	D	E	C	C	E	C	C
Approach Vol, veh/h		371			1058			65			1111	
Approach Delay, s/veh		27.7			36.2			47.1			38.2	
Approach LOS		C			D			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	31.3	35.2	13.8	39.8	7.1	59.4	10.6	43.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	34.5	19.5	15.4	32.6	5.9	48.1	9.5	38.5
Max Allow Headway (MAH), s	3.8	4.3	3.8	5.1	3.8	5.4	3.8	4.6
Max Q Clear (g_c+I1), s	26.0	3.9	9.4	6.4	3.5	25.4	6.7	38.4
Green Ext Time (g_e), s	0.8	0.1	0.1	1.9	0.0	5.2	0.0	0.1
Prob of Phs Call (p_c)	1.00	1.00	0.97	1.00	0.52	1.00	0.90	1.00
Prob of Max Out (p_x)	0.08	0.00	0.10	0.00	1.00	0.00	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1810		1714		1714		1714	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1900		3610		1805		1900

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1610		1610		1610		1610

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	371	0	109	0	22	0	69	0
Grp Sat Flow (s), veh/h/ln	1810	0	1714	0	1714	0	1714	0
Q Serve Time (g_s), s	24.0	0.0	7.4	0.0	1.5	0.0	4.7	0.0
Cycle Q Clear Time (g_c), s	24.0	0.0	7.4	0.0	1.5	0.0	4.7	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	404	0	132	0	37	0	87	0
V/C Ratio (X)	0.92	0.00	0.82	0.00	0.59	0.00	0.80	0.00
Avail Cap (c_a), veh/h	520	0	220	0	84	0	136	0
Upstream Filter (I)	1.00	0.00	0.15	0.00	1.00	0.00	0.96	0.00
Uniform Delay (d1), s/veh	45.5	0.0	50.0	0.0	58.2	0.0	53.3	0.0
Incr Delay (d2), s/veh	18.3	0.0	2.0	0.0	14.2	0.0	15.2	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	63.8	0.0	52.0	0.0	72.3	0.0	68.6	0.0
1st-Term Q (Q1), veh/ln	10.7	0.0	3.0	0.0	0.7	0.0	2.0	0.0
2nd-Term Q (Q2), veh/ln	2.1	0.0	0.1	0.0	0.1	0.0	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	12.8	0.0	3.0	0.0	0.8	0.0	2.3	0.0
%ile Storage Ratio (RQ%)	3.19	0.00	0.13	0.00	0.09	0.00	0.22	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	2	0	1	0	1
Grp Vol (v), veh/h	0	9	0	274	0	315	0	452
Grp Sat Flow (s), veh/h/ln	0	1900	0	1805	0	1805	0	1900
Q Serve Time (g_s), s	0.0	0.4	0.0	4.4	0.0	13.8	0.0	19.6
Cycle Q Clear Time (g_c), s	0.0	0.4	0.0	4.4	0.0	13.8	0.0	19.6
Lane Grp Cap (c), veh/h	0	485	0	1061	0	825	0	609
V/C Ratio (X)	0.00	0.02	0.00	0.26	0.00	0.38	0.00	0.74
Avail Cap (c_a), veh/h	0	485	0	1061	0	825	0	610
Upstream Filter (I)	0.00	1.00	0.00	0.96	0.00	1.00	0.00	0.15
Uniform Delay (d1), s/veh	0.0	33.4	0.0	18.4	0.0	21.4	0.0	18.1
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.1	0.0	1.3	0.0	0.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	33.5	0.0	18.5	0.0	22.8	0.0	18.9
1st-Term Q (Q1), veh/ln	0.0	0.2	0.0	1.7	0.0	5.8	0.0	5.4
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	1.7	0.0	6.1	0.0	5.5
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.02	0.00	0.97	0.00	0.23
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	34	0	28	0	425	0	497
Grp Sat Flow (s), veh/h/ln	0	1610	0	1610	0	1610	0	1610
Q Serve Time (g_s), s	0.0	1.9	0.0	0.9	0.0	23.4	0.0	36.4
Cycle Q Clear Time (g_c), s	0.0	1.9	0.0	0.9	0.0	23.4	0.0	36.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	411	0	473	0	736	0	516
V/C Ratio (X)	0.00	0.08	0.00	0.06	0.00	0.58	0.00	0.96
Avail Cap (c_a), veh/h	0	411	0	473	0	736	0	517
Upstream Filter (I)	0.00	1.00	0.00	0.96	0.00	1.00	0.00	0.15
Uniform Delay (d1), s/veh	0.0	34.0	0.0	17.6	0.0	24.0	0.0	40.1
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	3.3	0.0	8.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	34.4	0.0	17.7	0.0	27.3	0.0	48.6
1st-Term Q (Q1), veh/ln	0.0	0.8	0.0	0.3	0.0	8.8	0.0	14.2
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.7	0.0	1.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.8	0.0	0.3	0.0	9.5	0.0	15.4
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	0.00	1.50	0.00	0.64
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	36.1
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	459	198	44	835	418	70	394	31	203	13	158
Future Volume (veh/h)	162	459	198	44	835	418	70	394	31	203	13	158
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	171	483	208	46	879	440	74	415	33	214	14	166
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	195	904	766	62	855	725	286	668	298	223	45	530
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.12	0.95	0.95	0.07	0.90	0.45	0.19	0.19	0.19	0.12	0.35	0.35
Unsig. Movement Delay												
Ln Grp Delay, s/veh	71.0	1.8	1.4	62.0	43.2	22.3	37.7	41.8	34.7	92.9	0.0	24.9
Ln Grp LOS	E	A	A	E	F	C	D	D	C	F	A	C
Approach Vol, veh/h		862			1365			522			394	
Approach Delay, s/veh		15.4			37.1			40.8			61.9	
Approach LOS		B			D			D			E	

Timer:		1	2	3	4	5	6	7	8
Assigned Phs		1	2	3	4		6	7	8
Case No		2.0	5.3	2.0	3.0		4.0	2.0	3.0
Phs Duration (G+Y+Rc), s		16.8	23.0	8.1	52.1		39.8	10.7	49.5
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5		4.5	4.5	4.5
Max Green (Gmax), s		12.3	18.5	7.1	44.1		35.3	6.2	45.0
Max Allow Headway (MAH), s		3.8	5.0	3.8	4.9		5.5	3.8	4.9
Max Q Clear (g_c+I1), s		13.8	12.6	4.6	4.5		10.0	7.4	47.0
Green Ext Time (g_e), s		0.0	1.6	0.0	4.2		1.1	0.0	0.0
Prob of Phs Call (p_c)		1.00	1.00	0.72	1.00		1.00	0.99	1.00
Prob of Max Out (p_x)		1.00	0.00	1.00	0.00		0.00	1.00	1.00

Left-Turn Movement Data									
Assigned Mvmt		1	5	3				7	
Mvmt Sat Flow, veh/h		1810	1159	1714				3141	

Through Movement Data									
Assigned Mvmt			2		4		6		8
Mvmt Sat Flow, veh/h			3610		1900		127		1900

Right-Turn Movement Data									
Assigned Mvmt			12		14		16		18
Mvmt Sat Flow, veh/h			1610		1610		1503		1610

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

Lanes in Grp	1	1	1	0	0	0	2	0
Grp Vol (v), veh/h	214	74	46	0	0	0	171	0
Grp Sat Flow (s), veh/h/ln	1810	1159	1714	0	0	0	1570	0
Q Serve Time (g_s), s	11.8	5.6	2.6	0.0	0.0	0.0	5.4	0.0
Cycle Q Clear Time (g_c), s	11.8	5.6	2.6	0.0	0.0	0.0	5.4	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1159	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	18.5	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	18.5	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	223	286	62	0	0	0	195	0
V/C Ratio (X)	0.96	0.26	0.74	0.00	0.00	0.00	0.88	0.00
Avail Cap (c_a), veh/h	223	286	122	0	0	0	195	0
Upstream Filter (I)	1.00	1.00	1.00	0.00	0.00	0.00	0.77	0.00
Uniform Delay (d1), s/veh	43.6	35.5	45.9	0.0	0.0	0.0	43.4	0.0
Incr Delay (d2), s/veh	49.3	2.2	16.0	0.0	0.0	0.0	27.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	92.9	37.7	62.0	0.0	0.0	0.0	71.0	0.0
1st-Term Q (Q1), veh/ln	5.2	1.6	1.1	0.0	0.0	0.0	1.9	0.0
2nd-Term Q (Q2), veh/ln	3.0	0.2	0.3	0.0	0.0	0.0	0.7	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	8.3	1.7	1.4	0.0	0.0	0.0	2.7	0.0
%ile Storage Ratio (RQ%)	1.00	0.29	0.02	0.00	0.00	0.00	0.26	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T				T
Lanes in Grp	0	2	0	1	0	0	0	1
Grp Vol (v), veh/h	0	415	0	483	0	0	0	879
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	0	0	1900
Q Serve Time (g_s), s	0.0	10.6	0.0	2.5	0.0	0.0	0.0	45.0
Cycle Q Clear Time (g_c), s	0.0	10.6	0.0	2.5	0.0	0.0	0.0	45.0
Lane Grp Cap (c), veh/h	0	668	0	904	0	0	0	855
V/C Ratio (X)	0.00	0.62	0.00	0.53	0.00	0.00	0.00	1.03
Avail Cap (c_a), veh/h	0	668	0	904	0	0	0	855
Upstream Filter (I)	0.00	1.00	0.00	0.77	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	37.5	0.0	1.3	0.0	0.0	0.0	5.0
Incr Delay (d2), s/veh	0.0	4.3	0.0	0.5	0.0	0.0	0.0	38.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	41.8	0.0	1.8	0.0	0.0	0.0	43.2
1st-Term Q (Q1), veh/ln	0.0	4.6	0.0	0.5	0.0	0.0	0.0	2.1
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.1	0.0	0.0	0.0	9.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.0	0.0	0.6	0.0	0.0	0.0	11.2
%ile Storage Ratio (RQ%)	0.00	0.45	0.00	0.03	0.00	0.00	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	33	0	208	0	180	0	440
Grp Sat Flow (s), veh/h/ln	0	1610	0	1610	0	1630	0	1610
Q Serve Time (g_s), s	0.0	1.7	0.0	0.8	0.0	8.0	0.0	20.7
Cycle Q Clear Time (g_c), s	0.0	1.7	0.0	0.8	0.0	8.0	0.0	20.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.92	0.00	1.00
Lane Grp Cap (c), veh/h	0	298	0	766	0	575	0	725
V/C Ratio (X)	0.00	0.11	0.00	0.27	0.00	0.31	0.00	0.61
Avail Cap (c_a), veh/h	0	298	0	766	0	575	0	725
Upstream Filter (I)	0.00	1.00	0.00	0.77	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	33.9	0.0	1.3	0.0	23.5	0.0	20.8
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.1	0.0	1.4	0.0	1.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	34.7	0.0	1.4	0.0	24.9	0.0	22.3
1st-Term Q (Q1), veh/ln	0.0	0.7	0.0	0.2	0.0	3.1	0.0	7.5
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.7	0.0	0.3	0.0	3.3	0.0	7.8
%ile Storage Ratio (RQ%)	0.00	0.26	0.00	0.01	0.00	0.40	0.00	0.09
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	34.9
HCM 6th LOS	C

HCM 6th Signalized Intersection Capacity Analysis
1: California Street & I-10 WB Ramps

01/30/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	428	11	465	724	1095	0	0	476	931
Future Volume (veh/h)	0	0	0	428	11	465	724	1095	0	0	476	931
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1800	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				451	12	489	762	1153	0	0	501	980
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				453	12	413	768	2322	0	0	1942	603
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Prop Arrive On Green				0.26	0.26	0.26	0.44	1.00	0.00	0.00	0.75	0.37
Unsig. Movement Delay												
Ln Grp Delay, s/veh				73.9	0.0	138.1	33.2	0.1	0.0	0.0	7.7	317.1
Ln Grp LOS				E	A	F	C	A	A	A	A	F
Approach Vol, veh/h					952			1915			1481	
Approach Delay, s/veh					106.9			13.2			212.5	
Approach LOS					F			B			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		62.4	27.6		24.2	38.2		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		57.9	23.1		19.7	33.7		
Max Allow Headway (MAH), s		5.2	4.7		3.8	4.4		
Max Q Clear (g_c+I1), s		2.0	25.1		21.4	35.7		
Green Ext Time (g_e), s		11.8	0.0		0.0	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	1.00		1.00	0.00		
Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			1765		3510	0		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3705	47			5358		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1610			1610		
Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0
Lane Assignment			L+T		L (Prot)			

Lanes in Grp	0	0	1	0	2	0	0	0
Grp Vol (v), veh/h	0	0	463	0	762	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1812	0	1755	0	0	0
Q Serve Time (g_s), s	0.0	0.0	23.0	0.0	19.4	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	23.0	0.0	19.4	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	33.7	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.97	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	465	0	768	0	0	0
V/C Ratio (X)	0.00	0.00	1.00	0.00	0.99	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	465	0	768	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.09	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	33.4	0.0	25.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	40.5	0.0	7.9	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	73.9	0.0	33.2	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	9.7	0.0	5.6	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	5.2	0.0	0.8	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	15.0	0.0	6.4	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.31	0.00	0.60	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	3	0	0
Grp Vol (v), veh/h	0	1153	0	0	0	501	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1729	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	2322	0	0	0	1942	0	0
V/C Ratio (X)	0.00	0.50	0.00	0.00	0.00	0.26	0.00	0.00
Avail Cap (c_a), veh/h	0	2322	0	0	0	1942	0	0
Upstream Filter (I)	0.00	0.09	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	7.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	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
Control Delay (d), s/veh	0.0	0.1	0.0	0.0	0.0	7.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	489	0	0	980	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1610	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	23.1	0.0	0.0	33.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	23.1	0.0	0.0	33.7	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	413	0	0	603	0	0
V/C Ratio (X)	0.00	0.00	1.18	0.00	0.00	1.63	0.00	0.00
Avail Cap (c_a), veh/h	0	0	413	0	0	603	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	33.5	0.0	0.0	28.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	104.6	0.0	0.0	289.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	138.1	0.0	0.0	317.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	8.7	0.0	0.0	12.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	12.0	0.0	0.0	48.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	20.7	0.0	0.0	60.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.43	0.00	0.00	1.31	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	18.9	0.0	0.0	94.3	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.3	0.0	0.0	0.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	101.6
HCM 6th LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	477	9	513	0	0	0	0	1213	644	333	648	0
Future Volume (veh/h)	477	9	513	0	0	0	0	1213	644	333	648	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	502	9	540				0	1277	678	351	682	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	427	8	459				0	1229	382	362	1390	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	1.00	1.00
Prop Arrive On Green	0.52	0.52	0.52				0.00	0.47	0.47	0.21	0.38	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	114.8	0.0	0.0				0.0	62.6	386.3	78.5	24.5	0.0
Ln Grp LOS	F	A	A				A	F	F	E	C	A
Approach Vol, veh/h		1051						1955			1033	
Approach Delay, s/veh		114.8						174.9			42.9	
Approach LOS		F						F			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		12.0		4.0		
Phs Duration (G+Y+Rc), s	14.8	28.2		57.0		43.0		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	10.3	23.7		52.5		38.5		
Max Allow Headway (MAH), s	3.8	4.8		5.5		5.2		
Max Q Clear (g_c+I1), s	11.9	25.7		54.5		16.3		
Green Ext Time (g_e), s	0.0	0.0		0.0		4.8		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	3510	0		813				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5358		15		3705		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1610		874		0		

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

Lanes in Grp	2	0	0	1	0	0	0	0
Grp Vol (v), veh/h	351	0	0	1051	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1755	0	0	1702	0	0	0	0
Q Serve Time (g_s), s	9.9	0.0	0.0	52.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	9.9	0.0	0.0	52.5	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	23.7	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.48	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	362	0	0	894	0	0	0	0
V/C Ratio (X)	0.97	0.00	0.00	1.18	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	362	0	0	894	0	0	0	0
Upstream Filter (I)	0.98	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	39.6	0.0	0.0	23.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	39.0	0.0	0.0	91.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	78.5	0.0	0.0	114.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	3.8	0.0	0.0	19.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	2.0	0.0	0.0	22.6	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	5.7	0.0	0.0	42.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.53	0.00	0.00	0.72	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	39.4	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	3	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1277	0	0	0	682	0	0
Grp Sat Flow (s), veh/h/ln	0	1729	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	23.7	0.0	0.0	0.0	14.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	23.7	0.0	0.0	0.0	14.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1229	0	0	0	1390	0	0
V/C Ratio (X)	0.00	1.04	0.00	0.00	0.00	0.49	0.00	0.00
Avail Cap (c_a), veh/h	0	1229	0	0	0	1390	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.98	0.00	0.00
Uniform Delay (d1), s/veh	0.0	26.3	0.0	0.0	0.0	23.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	36.3	0.0	0.0	0.0	1.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	62.6	0.0	0.0	0.0	24.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.9	0.0	0.0	0.0	6.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	4.1	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	11.0	0.0	0.0	0.0	6.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.36	0.00	0.00	0.00	0.58	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	11.9	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	678	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	23.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	23.7	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.51	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	382	0	0	0	0	0	0
V/C Ratio (X)	0.00	1.78	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	382	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	26.3	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	360.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	386.3	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	38.2	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	44.6	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.44	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	74.1	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		125.5						
HCM 6th LOS		F						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	814	80	225	349	198	138	669	614	261	378	54
Future Volume (veh/h)	86	814	80	225	349	198	138	669	614	261	378	54
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	91	857	84	237	367	208	145	704	646	275	398	57
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	114	850	83	250	749	418	172	1050	468	285	1104	157
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.26	0.26	0.15	0.34	0.34	0.10	0.29	0.29	0.16	0.35	0.35
Unsig. Movement Delay												
Ln Grp Delay, s/veh	67.4	88.7	88.3	92.2	32.3	32.5	62.7	39.9	222.5	93.8	30.8	30.8
Ln Grp LOS	E	F	F	F	C	C	E	D	F	F	C	C
Approach Vol, veh/h		1032			812			1495			730	
Approach Delay, s/veh		86.6			49.8			121.0			54.5	
Approach LOS		F			D			F			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	23.4	39.4	22.0	35.2	16.6	46.2	12.4	44.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	18.9	34.9	17.5	30.7	18.6	35.2	13.1	35.1
Max Allow Headway (MAH), s	3.8	4.6	3.8	5.3	3.8	5.3	3.8	5.4
Max Q Clear (g_c+I1), s	20.1	36.9	18.4	32.7	12.0	13.3	8.3	18.0
Green Ext Time (g_e), s	0.0	0.0	0.0	0.0	0.2	2.7	0.1	3.4
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.99	1.00	0.95	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	0.08	0.00	0.33	0.08

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1810	1714	1714	1714

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3610	3321	3173	2234

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1610	325	451	1246

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	275	0	237	0	145	0	91	0
Grp Sat Flow (s), veh/h/ln	1810	0	1714	0	1714	0	1714	0
Q Serve Time (g_s), s	18.1	0.0	16.4	0.0	10.0	0.0	6.3	0.0
Cycle Q Clear Time (g_c), s	18.1	0.0	16.4	0.0	10.0	0.0	6.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	285	0	250	0	172	0	114	0
V/C Ratio (X)	0.96	0.00	0.95	0.00	0.84	0.00	0.80	0.00
Avail Cap (c_a), veh/h	285	0	250	0	266	0	187	0
Upstream Filter (I)	1.00	0.00	0.95	0.00	0.69	0.00	1.00	0.00
Uniform Delay (d1), s/veh	50.2	0.0	50.8	0.0	53.0	0.0	55.2	0.0
Incr Delay (d2), s/veh	43.6	0.0	41.4	0.0	9.7	0.0	12.2	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	93.8	0.0	92.2	0.0	62.7	0.0	67.4	0.0
1st-Term Q (Q1), veh/ln	8.2	0.0	7.0	0.0	4.3	0.0	2.7	0.0
2nd-Term Q (Q2), veh/ln	3.5	0.0	2.9	0.0	0.5	0.0	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	11.6	0.0	9.9	0.0	4.8	0.0	3.1	0.0
%ile Storage Ratio (RQ%)	0.18	0.00	0.09	0.00	0.24	0.00	0.04	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	1	0	1
Grp Vol (v), veh/h	0	704	0	466	0	225	0	295
Grp Sat Flow (s), veh/h/ln	0	1805	0	1805	0	1805	0	1805
Q Serve Time (g_s), s	0.0	20.6	0.0	30.7	0.0	11.2	0.0	15.6
Cycle Q Clear Time (g_c), s	0.0	20.6	0.0	30.7	0.0	11.2	0.0	15.6
Lane Grp Cap (c), veh/h	0	1050	0	462	0	628	0	605
V/C Ratio (X)	0.00	0.67	0.00	1.01	0.00	0.36	0.00	0.49
Avail Cap (c_a), veh/h	0	1050	0	462	0	628	0	605
Upstream Filter (I)	0.00	0.69	0.00	1.00	0.00	1.00	0.00	0.95
Uniform Delay (d1), s/veh	0.0	37.5	0.0	44.6	0.0	29.2	0.0	31.7
Incr Delay (d2), s/veh	0.0	2.4	0.0	44.1	0.0	1.6	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	39.9	0.0	88.7	0.0	30.8	0.0	32.3
1st-Term Q (Q1), veh/ln	0.0	9.1	0.0	13.6	0.0	4.8	0.0	6.8
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	5.7	0.0	0.3	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	9.4	0.0	19.2	0.0	5.1	0.0	6.9
%ile Storage Ratio (RQ%)	0.00	0.47	0.00	0.26	0.00	0.08	0.00	0.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	646	0	475	0	230	0	280
Grp Sat Flow (s), veh/h/ln	0	1610	0	1841	0	1819	0	1676
Q Serve Time (g_s), s	0.0	34.9	0.0	30.7	0.0	11.3	0.0	16.0
Cycle Q Clear Time (g_c), s	0.0	34.9	0.0	30.7	0.0	11.3	0.0	16.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.18	0.00	0.25	0.00	0.74
Lane Grp Cap (c), veh/h	0	468	0	471	0	633	0	562
V/C Ratio (X)	0.00	1.38	0.00	1.01	0.00	0.36	0.00	0.50
Avail Cap (c_a), veh/h	0	468	0	471	0	633	0	562
Upstream Filter (I)	0.00	0.69	0.00	1.00	0.00	1.00	0.00	0.95
Uniform Delay (d1), s/veh	0.0	42.5	0.0	44.7	0.0	29.2	0.0	31.8
Incr Delay (d2), s/veh	0.0	179.9	0.0	43.7	0.0	1.6	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	222.5	0.0	88.3	0.0	30.8	0.0	32.5
1st-Term Q (Q1), veh/ln	0.0	13.7	0.0	13.9	0.0	5.0	0.0	6.5
2nd-Term Q (Q2), veh/ln	0.0	23.4	0.0	5.7	0.0	0.3	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	37.1	0.0	19.6	0.0	5.2	0.0	6.6
%ile Storage Ratio (RQ%)	0.00	1.87	0.00	0.26	0.00	0.08	0.00	0.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	44.4	0.0	1.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	86.2
HCM 6th LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	480	36	427	91	25	141	214	1036	5	9	655	88
Future Volume (veh/h)	480	36	427	91	25	141	214	1036	5	9	655	88
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	505	38	0	96	26	148	225	1091	5	9	689	93
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	573	688		219	45	190	260	1757	8	20	1074	145
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.18	0.36	0.00	0.13	0.13	0.13	0.15	0.48	0.48	0.01	0.34	0.34
Unsig. Movement Delay												
Ln Grp Delay, s/veh	49.4	18.7	0.0	38.4	0.0	44.9	56.0	20.9	20.7	55.7	29.3	29.3
Ln Grp LOS	D	B		D	A	D	E	C	C	E	C	C
Approach Vol, veh/h		543			270			1321			791	
Approach Delay, s/veh		47.3			42.0			26.8			29.6	
Approach LOS		D			D			C			C	

Timer:		1	2	3	4	5	6	7	8
Assigned Phs		1	2		4	5	6	7	8
Case No		2.0	4.0		3.0	2.0	4.0	2.0	8.3
Phs Duration (G+Y+Rc), s		5.5	47.4		37.1	18.2	34.8	20.9	16.2
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s		5.0	31.5		40.0	16.5	20.0	17.5	18.0
Max Allow Headway (MAH), s		3.8	5.2		5.2	3.8	5.3	3.8	5.5
Max Q Clear (g_c+I1), s		2.4	21.8		3.2	13.5	18.4	16.1	10.8
Green Ext Time (g_e), s		0.0	4.9		0.2	0.2	0.8	0.3	0.9
Prob of Phs Call (p_c)		0.20	1.00		1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)		1.00	0.00		0.00	1.00	0.00	1.00	0.50

Left-Turn Movement Data									
Assigned Mvmt		1				5		7	3
Mvmt Sat Flow, veh/h		1810				1714		3141	1138

Through Movement Data									
Assigned Mvmt			2		4		6		8
Mvmt Sat Flow, veh/h			3685		1900		3196		346

Right-Turn Movement Data									
Assigned Mvmt			12		14		16		18
Mvmt Sat Flow, veh/h			17		1610		431		1465

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

Lanes in Grp	1	0	0	0	1	0	2	1
Grp Vol (v), veh/h	9	0	0	0	225	0	505	122
Grp Sat Flow (s), veh/h/ln	1810	0	0	0	1714	0	1570	1484
Q Serve Time (g_s), s	0.4	0.0	0.0	0.0	11.5	0.0	14.1	6.8
Cycle Q Clear Time (g_c), s	0.4	0.0	0.0	0.0	11.5	0.0	14.1	7.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	1391
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.7
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.7
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.8
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	0.79
Lane Grp Cap (c), veh/h	20	0	0	0	260	0	573	264
V/C Ratio (X)	0.44	0.00	0.00	0.00	0.86	0.00	0.88	0.46
Avail Cap (c_a), veh/h	101	0	0	0	314	0	611	368
Upstream Filter (I)	0.78	0.00	0.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d1), s/veh	44.2	0.0	0.0	0.0	37.3	0.0	35.8	37.1
Incr Delay (d2), s/veh	11.5	0.0	0.0	0.0	18.7	0.0	13.6	1.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	55.7	0.0	0.0	0.0	56.0	0.0	49.4	38.4
1st-Term Q (Q1), veh/ln	0.2	0.0	0.0	0.0	4.7	0.0	5.3	2.5
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	1.4	0.0	1.1	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.3	0.0	0.0	0.0	6.1	0.0	6.4	2.6
%ile Storage Ratio (RQ%)	0.01	0.00	0.00	0.00	0.03	0.00	0.16	0.08
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	534	0	38	0	389	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	1805	0	0
Q Serve Time (g_s), s	0.0	19.8	0.0	1.2	0.0	16.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	19.8	0.0	1.2	0.0	16.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	861	0	688	0	607	0	0
V/C Ratio (X)	0.00	0.62	0.00	0.06	0.00	0.64	0.00	0.00
Avail Cap (c_a), veh/h	0	861	0	844	0	607	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.78	0.00	0.00
Uniform Delay (d1), s/veh	0.0	17.5	0.0	18.7	0.0	25.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.4	0.0	0.0	0.0	4.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.9	0.0	18.7	0.0	29.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.7	0.0	0.5	0.0	6.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.8	0.0	0.0	0.0	0.7	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.5	0.0	0.5	0.0	7.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.01	0.00	0.38	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	562	0	0	0	393	0	148
Grp Sat Flow (s), veh/h/ln	0	1897	0	1610	0	1822	0	1465
Q Serve Time (g_s), s	0.0	19.8	0.0	0.0	0.0	16.4	0.0	8.8
Cycle Q Clear Time (g_c), s	0.0	19.8	0.0	0.0	0.0	16.4	0.0	8.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.01	0.00	1.00	0.00	0.24	0.00	1.00
Lane Grp Cap (c), veh/h	0	904	0	583	0	613	0	190
V/C Ratio (X)	0.00	0.62	0.00	0.00	0.00	0.64	0.00	0.78
Avail Cap (c_a), veh/h	0	904	0	716	0	613	0	293
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.78	0.00	1.00
Uniform Delay (d1), s/veh	0.0	17.5	0.0	0.0	0.0	25.3	0.0	37.9
Incr Delay (d2), s/veh	0.0	3.2	0.0	0.0	0.0	4.0	0.0	7.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.7	0.0	0.0	0.0	29.3	0.0	44.9
1st-Term Q (Q1), veh/ln	0.0	8.1	0.0	0.0	0.0	6.9	0.0	3.1
2nd-Term Q (Q2), veh/ln	0.0	0.8	0.0	0.0	0.0	0.7	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.9	0.0	0.0	0.0	7.6	0.0	3.5
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	0.00	0.38	0.00	0.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	32.7
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	97	0	143	0	1164	44	53	1026	0
Future Volume (veh/h)	0	0	0	97	0	143	0	1164	44	53	1026	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	0	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	0	0	0	102	0	151	0	1225	46	56	1080	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			No			Yes		
Cap, veh/h	0	2	0	128	0	0	0	1468	1244	73	1616	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00
Prop Arrive On Green	0.00	0.00	0.00	0.07	0.00	0.00	0.00	1.00	1.00	0.04	0.85	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	0.0	65.5	0.0	0.0	0.0	5.7	0.1	72.2	5.3	0.0
Ln Grp LOS	A	A	A	E	A	A	A	A	A	E	A	A
Approach Vol, veh/h		0			102			1271			1136	
Approach Delay, s/veh		0.0			65.5			5.5			8.6	
Approach LOS					E			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6		
Case No	2.0	7.0	2.0	8.0		4.0		
Phs Duration (G+Y+Rc), s	9.3	97.2	13.4	0.0		106.6		
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5		
Max Green (Gmax), s	15.1	30.7	28.1	28.1		50.3		
Max Allow Headway (MAH), s	3.8	5.2	3.8	0.0		5.2		
Max Q Clear (g_c+I1), s	5.7	2.0	9.0	0.0		25.6		
Green Ext Time (g_e), s	0.1	14.7	0.2	0.0		10.6		
Prob of Phs Call (p_c)	0.85	1.00	0.97	0.00		1.00		
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00		0.00		

Left-Turn Movement Data				
Assigned Mvmt	1	5	3	7
Mvmt Sat Flow, veh/h	1810	0	1714	0

Through Movement Data			
Assigned Mvmt	2	4	6
Mvmt Sat Flow, veh/h	1900	-85500	1900

Right-Turn Movement Data			
Assigned Mvmt	12	14	16
Mvmt Sat Flow, veh/h	1610	0	0

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

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	56	0	102	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1714	0	0	0	0	0
Q Serve Time (g_s), s	3.7	0.0	7.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	3.7	0.0	7.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	92.7	0.0	-4.5	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	73	0	128	0	0	0	0	0
V/C Ratio (X)	0.77	0.00	0.80	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	228	0	401	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	57.0	0.0	54.6	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	15.2	0.0	10.8	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	72.2	0.0	65.5	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.7	0.0	3.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.4	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	2.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.20	0.00	0.05	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	1225	0	0	0	1080	0	0
Grp Sat Flow (s), veh/h/ln	0	1900	0	1900	0	1900	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	23.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	23.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	1468	0	2	0	1616	0	0
V/C Ratio (X)	0.00	0.83	0.00	0.00	0.00	0.67	0.00	0.00
Avail Cap (c_a), veh/h	0	1468	0	445	0	1616	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.7	0.0	0.0	0.0	2.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.7	0.0	0.0	0.0	5.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	2.3	0.0	0.0	0.0	1.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.3	0.0	0.0	0.0	6.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.15	0.00	0.00	0.00	0.63	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	46	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1244	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1244	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		9.4						
HCM 6th LOS		A						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	10	13	21	18	18	8	1030	18	15	998	63
Future Volume (veh/h)	181	10	13	21	18	18	8	1030	18	15	998	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	191	11	14	22	19	19	8	1084	19	16	1051	66
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	283	121	154	219	179	185	17	1294	23	31	1243	78
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Prop Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.01	0.70	0.70	0.03	1.00	1.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	51.9	0.0	41.6	42.0	0.0	41.7	74.3	0.0	18.4	69.9	0.0	6.8
Ln Grp LOS	D	A	D	D	A	D	E	A	B	E	A	A
Approach Vol, veh/h		216			60			1111			1133	
Approach Delay, s/veh		50.7			41.9			18.8			7.7	
Approach LOS		D			D			B			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	2.0	4.0		8.0	2.0	4.0		8.0
Phs Duration (G+Y+Rc), s	6.6	87.9		25.5	5.7	88.8		25.5
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green (Gmax), s	27.0	39.5		40.0	27.0	39.5		40.0
Max Allow Headway (MAH), s	3.8	5.2		5.3	3.8	5.3		5.4
Max Q Clear (g_c+I1), s	3.0	53.0		19.9	2.6	2.0		4.6
Green Ext Time (g_e), s	0.0	0.0		1.2	0.0	13.6		0.3
Prob of Phs Call (p_c)	0.41	1.00		1.00	0.23	1.00		1.00
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1810			1271	1714			964

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1861		691		1769		1020

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		33		880		111		1058

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

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	16	0	0	191	8	0	0	32
Grp Sat Flow (s), veh/h/ln	1810	0	0	1271	1714	0	0	1503
Q Serve Time (g_s), s	1.0	0.0	0.0	16.0	0.6	0.0	0.0	1.0
Cycle Q Clear Time (g_c), s	1.0	0.0	0.0	17.9	0.6	0.0	0.0	2.6
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1391	0	0	0	1408
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	21.0	0.0	0.0	0.0	21.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	19.2	0.0	0.0	0.0	19.4
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	16.0	0.0	0.0	0.0	1.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.68
Lane Grp Cap (c), veh/h	31	0	0	283	17	0	0	314
V/C Ratio (X)	0.51	0.00	0.00	0.68	0.48	0.00	0.00	0.10
Avail Cap (c_a), veh/h	407	0	0	503	386	0	0	557
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.76	0.00	0.00	1.00
Uniform Delay (d1), s/veh	57.4	0.0	0.0	49.1	59.1	0.0	0.0	41.8
Incr Delay (d2), s/veh	12.5	0.0	0.0	2.8	15.2	0.0	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	69.9	0.0	0.0	51.9	74.3	0.0	0.0	42.0
1st-Term Q (Q1), veh/ln	0.5	0.0	0.0	5.6	0.2	0.0	0.0	0.8
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.2	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.6	0.0	0.0	5.8	0.3	0.0	0.0	0.8
%ile Storage Ratio (RQ%)	0.07	0.00	0.00	0.67	0.00	0.00	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	1103	0	25	0	1117	0	28
Grp Sat Flow (s), veh/h/ln	0	1894	0	1571	0	1880	0	1539
Q Serve Time (g_s), s	0.0	51.0	0.0	1.6	0.0	0.0	0.0	1.8
Cycle Q Clear Time (g_c), s	0.0	51.0	0.0	1.6	0.0	0.0	0.0	1.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.02	0.00	0.56	0.00	0.06	0.00	0.69
Lane Grp Cap (c), veh/h	0	1317	0	275	0	1321	0	269
V/C Ratio (X)	0.00	0.84	0.00	0.09	0.00	0.85	0.00	0.10
Avail Cap (c_a), veh/h	0	1317	0	524	0	1321	0	513
Upstream Filter (I)	0.00	0.76	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	13.3	0.0	41.5	0.0	0.0	0.0	41.6
Incr Delay (d2), s/veh	0.0	5.0	0.0	0.1	0.0	6.8	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	18.4	0.0	41.6	0.0	6.8	0.0	41.7
1st-Term Q (Q1), veh/ln	0.0	19.2	0.0	0.6	0.0	0.0	0.0	0.7
2nd-Term Q (Q2), veh/ln	0.0	1.8	0.0	0.0	0.0	2.5	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	21.0	0.0	0.6	0.0	2.5	0.0	0.7
%ile Storage Ratio (RQ%)	0.00	0.20	0.00	0.07	0.00	0.28	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	672	81	162	255	185	57	660	338	230	706	69
Future Volume (veh/h)	164	672	81	162	255	185	57	660	338	230	706	69
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	173	707	85	171	268	195	60	695	0	242	743	73
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	202	1024	318	240	548	245	77	1351		282	1613	158
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Prop Arrive On Green	0.12	0.20	0.20	0.07	0.15	0.15	0.01	0.12	0.00	0.16	0.49	0.49
Unsig. Movement Delay												
Ln Grp Delay, s/veh	67.6	35.0	31.0	43.9	35.3	41.9	46.8	32.0	0.0	44.7	16.3	16.3
Ln Grp LOS	E	C	C	D	D	D	D	C		D	B	B
Approach Vol, veh/h		965			634			755			1058	
Approach Delay, s/veh		40.5			39.6			33.2			22.8	
Approach LOS		D			D			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	18.5	38.2	11.0	22.3	8.5	48.2	15.1	18.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	19.5	23.9	7.9	20.7	9.3	34.1	10.6	18.0
Max Allow Headway (MAH), s	3.8	5.2	3.8	5.1	3.8	5.3	3.8	4.7
Max Q Clear (g_c+I1), s	13.7	18.2	6.5	13.4	5.1	15.4	10.9	12.5
Green Ext Time (g_e), s	0.3	2.3	0.1	2.9	0.0	5.1	0.0	1.2
Prob of Phs Call (p_c)	1.00	1.00	0.99	1.00	0.78	1.00	0.99	1.00
Prob of Max Out (p_x)	0.25	0.00	1.00	0.67	0.63	0.00	1.00	0.77

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1810	3326	1714	1714

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3610	5187	3320	3610

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1610	1610	326	1610

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

Lanes in Grp	1	0	2	0	1	0	1	0
Grp Vol (v), veh/h	242	0	171	0	60	0	173	0
Grp Sat Flow (s), veh/h/ln	1810	0	1663	0	1714	0	1714	0
Q Serve Time (g_s), s	11.7	0.0	4.5	0.0	3.1	0.0	8.9	0.0
Cycle Q Clear Time (g_c), s	11.7	0.0	4.5	0.0	3.1	0.0	8.9	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	282	0	240	0	77	0	202	0
V/C Ratio (X)	0.86	0.00	0.71	0.00	0.78	0.00	0.86	0.00
Avail Cap (c_a), veh/h	392	0	292	0	177	0	202	0
Upstream Filter (I)	0.56	0.00	0.48	0.00	0.16	0.00	1.00	0.00
Uniform Delay (d1), s/veh	37.0	0.0	40.8	0.0	43.9	0.0	39.0	0.0
Incr Delay (d2), s/veh	7.7	0.0	3.0	0.0	2.9	0.0	28.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	44.7	0.0	43.9	0.0	46.8	0.0	67.6	0.0
1st-Term Q (Q1), veh/ln	5.1	0.0	1.8	0.0	1.3	0.0	3.7	0.0
2nd-Term Q (Q2), veh/ln	0.6	0.0	0.1	0.0	0.1	0.0	1.6	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	5.7	0.0	1.9	0.0	1.4	0.0	5.3	0.0
%ile Storage Ratio (RQ%)	0.55	0.00	0.19	0.00	0.21	0.00	1.32	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	3	0	1	0	2
Grp Vol (v), veh/h	0	695	0	707	0	404	0	268
Grp Sat Flow (s), veh/h/ln	0	1805	0	1729	0	1805	0	1805
Q Serve Time (g_s), s	0.0	16.2	0.0	11.4	0.0	13.3	0.0	6.1
Cycle Q Clear Time (g_c), s	0.0	16.2	0.0	11.4	0.0	13.3	0.0	6.1
Lane Grp Cap (c), veh/h	0	1351	0	1024	0	877	0	548
V/C Ratio (X)	0.00	0.51	0.00	0.69	0.00	0.46	0.00	0.49
Avail Cap (c_a), veh/h	0	1351	0	1193	0	877	0	722
Upstream Filter (I)	0.00	0.16	0.00	1.00	0.00	0.56	0.00	0.48
Uniform Delay (d1), s/veh	0.0	31.8	0.0	33.6	0.0	15.3	0.0	35.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	1.4	0.0	1.0	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.0	0.0	35.0	0.0	16.3	0.0	35.3
1st-Term Q (Q1), veh/ln	0.0	7.8	0.0	4.7	0.0	5.2	0.0	2.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	7.8	0.0	4.8	0.0	5.4	0.0	2.7
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.02	0.00	0.05	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	85	0	412	0	195
Grp Sat Flow (s), veh/h/ln	0	1610	0	1610	0	1841	0	1610
Q Serve Time (g_s), s	0.0	0.0	0.0	4.0	0.0	13.4	0.0	10.5
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	4.0	0.0	13.4	0.0	10.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.18	0.00	1.00
Lane Grp Cap (c), veh/h	0	603	0	318	0	894	0	245
V/C Ratio (X)	0.00	0.00	0.00	0.27	0.00	0.46	0.00	0.80
Avail Cap (c_a), veh/h	0	603	0	370	0	894	0	322
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.56	0.00	0.48
Uniform Delay (d1), s/veh	0.0	0.0	0.0	30.6	0.0	15.3	0.0	36.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	1.0	0.0	5.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	31.0	0.0	16.3	0.0	41.9
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	1.5	0.0	5.3	0.0	4.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	1.6	0.0	5.5	0.0	4.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.01	0.00	0.05	0.00	0.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	33.2
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	268	520	131	462	376	102	138	935	507	248	862	194
Future Volume (veh/h)	268	520	131	462	376	102	138	935	507	248	862	194
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900	1700	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	282	547	138	486	396	107	145	984	534	261	907	204
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	288	575	144	523	563	151	177	1019	454	271	1395	312
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Prop Arrive On Green	0.17	0.20	0.20	0.17	0.20	0.20	0.10	0.28	0.28	0.05	0.11	0.11
Unsig. Movement Delay												
Ln Grp Delay, s/veh	84.8	69.8	71.6	60.0	39.3	40.1	51.8	47.6	125.5	82.5	37.6	40.1
Ln Grp LOS	F	E	E	E	D	D	D	D	F	F	D	D
Approach Vol, veh/h		967			989			1663			1372	
Approach Delay, s/veh		74.8			49.7			73.0			46.8	
Approach LOS		E			D			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	18.0	29.9	19.5	22.6	13.8	34.1	19.6	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	13.5	25.4	15.0	18.1	11.5	27.4	15.1	18.0
Max Allow Headway (MAH), s	3.8	4.8	3.8	5.3	3.8	5.3	3.8	5.3
Max Q Clear (g_c+I1), s	15.0	27.4	15.7	19.1	9.5	20.6	16.7	13.9
Green Ext Time (g_e), s	0.0	0.0	0.0	0.0	0.1	3.9	0.0	1.1
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1810	3141	1714	1714

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3610	2858	4238	2817

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1610	718	949	753

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

Lanes in Grp	1	0	2	0	1	0	1	0
Grp Vol (v), veh/h	261	0	486	0	145	0	282	0
Grp Sat Flow (s), veh/h/ln	1810	0	1570	0	1714	0	1714	0
Q Serve Time (g_s), s	13.0	0.0	13.7	0.0	7.5	0.0	14.7	0.0
Cycle Q Clear Time (g_c), s	13.0	0.0	13.7	0.0	7.5	0.0	14.7	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	271	0	523	0	177	0	288	0
V/C Ratio (X)	0.96	0.00	0.93	0.00	0.82	0.00	0.98	0.00
Avail Cap (c_a), veh/h	271	0	523	0	219	0	288	0
Upstream Filter (I)	0.85	0.00	1.00	0.00	0.64	0.00	1.00	0.00
Uniform Delay (d1), s/veh	42.5	0.0	37.0	0.0	39.5	0.0	37.3	0.0
Incr Delay (d2), s/veh	40.0	0.0	23.1	0.0	12.2	0.0	47.5	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	82.5	0.0	60.0	0.0	51.8	0.0	84.8	0.0
1st-Term Q (Q1), veh/ln	6.2	0.0	5.2	0.0	3.1	0.0	6.0	0.0
2nd-Term Q (Q2), veh/ln	3.0	0.0	1.7	0.0	0.6	0.0	3.8	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	9.3	0.0	6.8	0.0	3.7	0.0	9.8	0.0
%ile Storage Ratio (RQ%)	1.29	0.00	0.05	0.00	0.46	0.00	1.12	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	2	0	1
Grp Vol (v), veh/h	0	984	0	345	0	739	0	252
Grp Sat Flow (s), veh/h/ln	0	1805	0	1805	0	1729	0	1805
Q Serve Time (g_s), s	0.0	24.2	0.0	17.0	0.0	18.5	0.0	11.7
Cycle Q Clear Time (g_c), s	0.0	24.2	0.0	17.0	0.0	18.5	0.0	11.7
Lane Grp Cap (c), veh/h	0	1019	0	363	0	1138	0	361
V/C Ratio (X)	0.00	0.97	0.00	0.95	0.00	0.65	0.00	0.70
Avail Cap (c_a), veh/h	0	1019	0	363	0	1138	0	361
Upstream Filter (I)	0.00	0.64	0.00	1.00	0.00	0.85	0.00	1.00
Uniform Delay (d1), s/veh	0.0	31.9	0.0	35.5	0.0	35.1	0.0	33.5
Incr Delay (d2), s/veh	0.0	15.8	0.0	34.3	0.0	2.5	0.0	5.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	47.6	0.0	69.8	0.0	37.6	0.0	39.3
1st-Term Q (Q1), veh/ln	0.0	10.2	0.0	7.3	0.0	8.5	0.0	5.0
2nd-Term Q (Q2), veh/ln	0.0	2.2	0.0	3.5	0.0	0.4	0.0	0.6

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	12.4	0.0	10.7	0.0	8.9	0.0	5.6
%ile Storage Ratio (RQ%)	0.00	0.32	0.00	0.05	0.00	0.09	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	534	0	340	0	372	0	251
Grp Sat Flow (s), veh/h/ln	0	1610	0	1771	0	1729	0	1764
Q Serve Time (g_s), s	0.0	25.4	0.0	17.1	0.0	18.6	0.0	11.9
Cycle Q Clear Time (g_c), s	0.0	25.4	0.0	17.1	0.0	18.6	0.0	11.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.41	0.00	0.55	0.00	0.43
Lane Grp Cap (c), veh/h	0	454	0	356	0	569	0	353
V/C Ratio (X)	0.00	1.18	0.00	0.96	0.00	0.65	0.00	0.71
Avail Cap (c_a), veh/h	0	454	0	356	0	569	0	353
Upstream Filter (I)	0.00	0.64	0.00	1.00	0.00	0.85	0.00	1.00
Uniform Delay (d1), s/veh	0.0	32.3	0.0	35.6	0.0	35.2	0.0	33.6
Incr Delay (d2), s/veh	0.0	93.2	0.0	36.0	0.0	4.9	0.0	6.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	125.5	0.0	71.6	0.0	40.1	0.0	40.1
1st-Term Q (Q1), veh/ln	0.0	9.5	0.0	7.2	0.0	8.5	0.0	5.0
2nd-Term Q (Q2), veh/ln	0.0	11.8	0.0	3.6	0.0	0.8	0.0	0.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	21.3	0.0	10.8	0.0	9.3	0.0	5.6
%ile Storage Ratio (RQ%)	0.00	0.56	0.00	0.05	0.00	0.09	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	19.9	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	61.5
HCM 6th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	214	387	227	828	1802	0	0	1297	769
Future Volume (veh/h)	0	0	0	214	387	227	828	1802	0	0	1297	769
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1800	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				225	407	239	872	1897	0	0	1365	809
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				140	252	338	585	2635	0	0	1360	606
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.21	0.21	0.21	0.32	0.73	0.00	0.00	0.38	0.38
Unsig. Movement Delay												
Ln Grp Delay, s/veh				346.3	0.0	61.6	272.3	11.7	0.0	0.0	65.9	203.4
Ln Grp LOS				F	A	E	F	B	A	A	F	F
Approach Vol, veh/h					871			2769			2174	
Approach Delay, s/veh					268.2			93.7			117.1	
Approach LOS					F			F			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		114.0	36.0		53.0	61.0		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		109.5	31.5		48.5	56.5		
Max Allow Headway (MAH), s		5.2	5.0		3.8	4.8		
Max Q Clear (g_c+I1), s		46.9	33.5		50.5	58.5		
Green Ext Time (g_e), s		30.0	0.0		0.0	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	1.00		1.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			665		1810	0		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3705	1202			3705		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1610			1610		

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

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	632	0	872	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1867	0	1810	0	0	0
Q Serve Time (g_s), s	0.0	0.0	31.5	0.0	48.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	31.5	0.0	48.5	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	56.5	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.36	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	392	0	585	0	0	0
V/C Ratio (X)	0.00	0.00	1.61	0.00	1.49	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	392	0	585	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.09	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	59.3	0.0	50.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	287.1	0.0	221.5	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	346.3	0.0	272.3	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	14.9	0.0	21.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	31.3	0.0	36.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	46.2	0.0	57.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	1.12	0.00	9.65	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	60.0	0.0	71.7	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.4	0.0	0.4	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1897	0	0	0	1365	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	44.9	0.0	0.0	0.0	56.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	44.9	0.0	0.0	0.0	56.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	2635	0	0	0	1360	0	0
V/C Ratio (X)	0.00	0.72	0.00	0.00	0.00	1.00	0.00	0.00
Avail Cap (c_a), veh/h	0	2635	0	0	0	1360	0	0
Upstream Filter (I)	0.00	0.09	0.00	0.00	0.00	0.56	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.5	0.0	0.0	0.0	46.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	19.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.7	0.0	0.0	0.0	65.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	16.7	0.0	0.0	0.0	25.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	3.6	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	16.8	0.0	0.0	0.0	28.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.77	0.00	0.00	0.00	0.75	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	239	0	0	809	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1610	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	20.7	0.0	0.0	56.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	20.7	0.0	0.0	56.5	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	338	0	0	606	0	0
V/C Ratio (X)	0.00	0.00	0.71	0.00	0.00	1.33	0.00	0.00
Avail Cap (c_a), veh/h	0	0	338	0	0	606	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.56	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	55.0	0.0	0.0	46.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	6.6	0.0	0.0	156.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	61.6	0.0	0.0	203.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	8.4	0.0	0.0	22.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.6	0.0	0.0	26.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	9.0	0.0	0.0	48.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.22	0.00	0.00	1.27	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	50.6	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	128.6
HCM 6th LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	449	85	660	0	0	0	0	1548	509	322	999	0
Future Volume (veh/h)	449	85	660	0	0	0	0	1548	509	322	999	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	473	89	695				0	1629	536	339	1052	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	466	88	489				0	1599	677	324	2282	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	1.00	1.00
Prop Arrive On Green	0.30	0.30	0.30				0.00	0.84	0.84	0.36	0.63	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	90.9	0.0	250.3				0.0	38.5	17.4	73.4	13.4	0.0
Ln Grp LOS	F	A	F				A	F	B	F	B	A
Approach Vol, veh/h		1257						2165			1391	
Approach Delay, s/veh		179.0						33.3			28.0	
Approach LOS		F						C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		12.0		4.0		
Phs Duration (G+Y+Rc), s	29.6	63.4		47.0		93.0		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	25.1	58.9		42.5		88.5		
Max Allow Headway (MAH), s	3.8	4.9		5.5		5.2		
Max Q Clear (g_c+I1), s	27.1	60.9		44.5		23.2		
Green Ext Time (g_e), s	0.0	0.0		0.0		10.3		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data			
Assigned Mvmt	1	5	7
Mvmt Sat Flow, veh/h	1810	0	1535

Through Movement Data			
Assigned Mvmt		2	4	6
Mvmt Sat Flow, veh/h		3800	289	3705

Right-Turn Movement Data			
Assigned Mvmt		12	14	16
Mvmt Sat Flow, veh/h		1610	1610	0

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

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	339	0	0	562	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	0	1823	0	0	0	0
Q Serve Time (g_s), s	25.1	0.0	0.0	42.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	25.1	0.0	0.0	42.5	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	58.9	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.84	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	324	0	0	553	0	0	0	0
V/C Ratio (X)	1.04	0.00	0.00	1.02	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	324	0	0	553	0	0	0	0
Upstream Filter (I)	0.09	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	44.9	0.0	0.0	48.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	28.5	0.0	0.0	42.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	73.4	0.0	0.0	90.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	9.7	0.0	0.0	19.2	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	2.6	0.0	0.0	6.5	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	12.2	0.0	0.0	25.7	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	2.04	0.00	0.00	0.76	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	3.6	0.0	0.0	2.1	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1629	0	0	0	1052	0	0
Grp Sat Flow (s), veh/h/ln	0	1900	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	58.9	0.0	0.0	0.0	21.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	58.9	0.0	0.0	0.0	21.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	1599	0	0	0	2282	0	0
V/C Ratio (X)	0.00	1.02	0.00	0.00	0.00	0.46	0.00	0.00
Avail Cap (c_a), veh/h	0	1599	0	0	0	2282	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.09	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.1	0.0	0.0	0.0	13.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	27.4	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	38.5	0.0	0.0	0.0	13.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.9	0.0	0.0	0.0	8.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	10.9	0.0	0.0	0.0	8.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.20	0.00	0.00	0.00	0.39	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	7.6	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		T+R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	536	0	695	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	0	1610	0	0	0	0
Q Serve Time (g_s), s	0.0	22.1	0.0	42.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	22.1	0.0	42.5	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	677	0	489	0	0	0	0
V/C Ratio (X)	0.00	0.79	0.00	1.42	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	677	0	489	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.2	0.0	48.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	9.2	0.0	201.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.4	0.0	250.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.2	0.0	17.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.7	0.0	27.4	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	4.9	0.0	44.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	1.31	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	51.5	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		69.8						
HCM 6th LOS		E						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1276	667	539	654	0	0	0	0	454	7	270
Future Volume (veh/h)	0	1276	667	539	654	0	0	0	0	454	7	270
Number	7	4	14	3	8	18				1	6	16
Initial Q, veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1900	1900	1700	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1343	0	567	688	0				478	7	284
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	1296		631	2169	0				566	8	511
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Prop Arrive On Green	0.00	0.36	0.00	0.20	0.60	0.00				0.32	0.32	0.32
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	54.5	0.0	54.5	10.9	0.0				49.1	0.0	35.4
Ln Grp LOS	A	F		D	B	A				D	A	D
Approach Vol, veh/h		1343			1255						769	
Approach Delay, s/veh		54.5			30.6						44.1	
Approach LOS		D			C						D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	6		3	4				8
Case No	11.0		2.0	7.0				4.0
Phs Duration (G+Y+Rc), s	39.4		26.6	44.0				70.6
Change Period (Y+Rc), s	4.5		4.5	4.5				4.5
Max Green (Gmax), s	32.5		24.5	39.5				68.5
Max Allow Headway (MAH), s	4.9		3.8	5.2				5.2
Max Q Clear (g_c+I1), s	29.5		21.4	41.5				12.3
Green Ext Time (g_e), s	1.3		0.7	0.0				5.7
Prob of Phs Call (p_c)	1.00		1.00	1.00				1.00
Prob of Max Out (p_x)	0.00		1.00	1.00				0.00

Left-Turn Movement Data			
Assigned Mvmt	1	3	7
Mvmt Sat Flow, veh/h	1785	3141	0

Through Movement Data			
Assigned Mvmt	6	4	8
Mvmt Sat Flow, veh/h	26	3705	3705

Right-Turn Movement Data			
Assigned Mvmt	16	14	18
Mvmt Sat Flow, veh/h	1610	1610	0

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

Lanes in Grp	1	0	2	0	0	0	0	0
Grp Vol (v), veh/h	485	0	567	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1811	0	1570	0	0	0	0	0
Q Serve Time (g_s), s	27.5	0.0	19.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	27.5	0.0	19.4	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	39.5	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.99	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	575	0	631	0	0	0	0	0
V/C Ratio (X)	0.84	0.00	0.90	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	575	0	700	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.82	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	35.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	14.1	0.0	11.6	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	49.1	0.0	54.5	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	11.9	0.0	7.4	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	2.3	0.0	1.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	14.2	0.0	8.5	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.11	0.00	0.52	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	6	0	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	2
Grp Vol (v), veh/h	0	0	0	1343	0	0	0	688
Grp Sat Flow (s), veh/h/ln	0	0	0	1805	0	0	0	1805
Q Serve Time (g_s), s	0.0	0.0	0.0	39.5	0.0	0.0	0.0	10.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	39.5	0.0	0.0	0.0	10.3
Lane Grp Cap (c), veh/h	0	0	0	1296	0	0	0	2169
V/C Ratio (X)	0.00	0.00	0.00	1.04	0.00	0.00	0.00	0.32
Avail Cap (c_a), veh/h	0	0	0	1296	0	0	0	2248
Upstream Filter (I)	0.00	0.00	0.00	0.09	0.00	0.00	0.00	0.82
Uniform Delay (d1), s/veh	0.0	0.0	0.0	35.3	0.0	0.0	0.0	10.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	19.2	0.0	0.0	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	54.5	0.0	0.0	0.0	10.9
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	16.9	0.0	0.0	0.0	4.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	20.3	0.0	0.0	0.0	4.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.19	0.00	0.00	0.00	0.24
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	11.7	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	16	0	0	14	0	0	0	18
Lane Assignment	R			R				
Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	284	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1610	0	0	1610	0	0	0	0
Q Serve Time (g_s), s	16.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	16.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	511	0	0	578	0	0	0	0
V/C Ratio (X)	0.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	511	0	0	578	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	35.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	6.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	43.2
HCM 6th LOS	D

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	295	1357	0	0	847	459	283	3	660	0	0	0
Future Volume (veh/h)	295	1357	0	0	847	459	283	3	660	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	311	1428	0	0	892	483	300	0	695			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Opposing Right Turn Influence	Yes			No			Yes					
Cap, veh/h	355	1855	0	0	1331	413	1398	0	1244			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.21	0.51	0.00	0.00	0.26	0.26	0.39	0.00	0.39			
Unsig. Movement Delay												
Ln Grp Delay, s/veh	35.3	17.7	0.0	0.0	31.3	132.5	18.8	0.0	23.4			
Ln Grp LOS	D	B	A	A	C	F	B	A	C			
Approach Vol, veh/h		1739			1375			995				
Approach Delay, s/veh		20.8			66.9			22.0				
Approach LOS		C			E			C				

Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4			7	8			
Case No			9.0		4.0			2.0	7.0			
Phs Duration (G+Y+Rc), s			39.3		50.7			23.1	27.6			
Change Period (Y+Rc), s			4.5		4.5			4.5	4.5			
Max Green (Gmax), s			19.8		61.2			33.6	23.1			
Max Allow Headway (MAH), s			4.0		5.2			3.8	4.8			
Max Q Clear (g_c+I1), s			17.2		30.6			17.8	25.1			
Green Ext Time (g_e), s			1.2		13.9			0.8	0.0			
Prob of Phs Call (p_c)			1.00		1.00			1.00	1.00			
Prob of Max Out (p_x)			0.00		0.22			0.00	1.00			
Left-Turn Movement Data												
Assigned Mvmt			5					7	3			
Mvmt Sat Flow, veh/h			3619					1714	0			
Through Movement Data												
Assigned Mvmt			2		4				8			
Mvmt Sat Flow, veh/h			0		3705				5358			
Right-Turn Movement Data												
Assigned Mvmt			12		14				18			
Mvmt Sat Flow, veh/h			3220		0				1610			
Left Lane Group Data												
Assigned Mvmt		0	5	0	0	0	0	7	3			
Lane Assignment			L					L (Prot)				

Lanes in Grp	0	2	0	0	0	0	1	0
Grp Vol (v), veh/h	0	300	0	0	0	0	311	0
Grp Sat Flow (s), veh/h/ln	0	1810	0	0	0	0	1714	0
Q Serve Time (g_s), s	0.0	5.0	0.0	0.0	0.0	0.0	15.8	0.0
Cycle Q Clear Time (g_c), s	0.0	5.0	0.0	0.0	0.0	0.0	15.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1810	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.1
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	1398	0	0	0	0	355	0
V/C Ratio (X)	0.00	0.21	0.00	0.00	0.00	0.00	0.88	0.00
Avail Cap (c_a), veh/h	0	1398	0	0	0	0	640	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.09	0.00
Uniform Delay (d1), s/veh	0.0	18.5	0.0	0.0	0.0	0.0	34.6	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.0	0.7	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	18.8	0.0	0.0	0.0	0.0	35.3	0.0
1st-Term Q (Q1), veh/ln	0.0	2.0	0.0	0.0	0.0	0.0	6.4	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.1	0.0	0.0	0.0	0.0	6.5	0.0
%ile Storage Ratio (RQ%)	0.00	0.10	0.00	0.00	0.00	0.00	1.81	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	3
Grp Vol (v), veh/h	0	0	0	1428	0	0	0	892
Grp Sat Flow (s), veh/h/ln	0	0	0	1805	0	0	0	1729
Q Serve Time (g_s), s	0.0	0.0	0.0	28.6	0.0	0.0	0.0	13.9
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	28.6	0.0	0.0	0.0	13.9
Lane Grp Cap (c), veh/h	0	0	0	1855	0	0	0	1331
V/C Ratio (X)	0.00	0.00	0.00	0.77	0.00	0.00	0.00	0.67
Avail Cap (c_a), veh/h	0	0	0	2455	0	0	0	1331
Upstream Filter (I)	0.00	0.00	0.00	0.09	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	17.6	0.0	0.0	0.0	30.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	1.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	17.7	0.0	0.0	0.0	31.3
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	10.9	0.0	0.0	0.0	5.6
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	11.0	0.0	0.0	0.0	5.8
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.67	0.00	0.00	0.00	0.07
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment		R						R
Lanes in Grp	0	2	0	0	0	0	0	1
Grp Vol (v), veh/h	0	695	0	0	0	0	0	483
Grp Sat Flow (s), veh/h/ln	0	1610	0	0	0	0	0	1610
Q Serve Time (g_s), s	0.0	15.2	0.0	0.0	0.0	0.0	0.0	23.1
Cycle Q Clear Time (g_c), s	0.0	15.2	0.0	0.0	0.0	0.0	0.0	23.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	1244	0	0	0	0	0	413
V/C Ratio (X)	0.00	0.56	0.00	0.00	0.00	0.00	0.00	1.17
Avail Cap (c_a), veh/h	0	1244	0	0	0	0	0	413
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	21.6	0.0	0.0	0.0	0.0	0.0	33.4
Incr Delay (d2), s/veh	0.0	1.8	0.0	0.0	0.0	0.0	0.0	99.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.4	0.0	0.0	0.0	0.0	0.0	132.5
1st-Term Q (Q1), veh/ln	0.0	5.5	0.0	0.0	0.0	0.0	0.0	8.7
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	11.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.8	0.0	0.0	0.0	0.0	0.0	20.1
%ile Storage Ratio (RQ%)	0.00	0.27	0.00	0.00	0.00	0.00	0.00	1.40
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.4
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	36.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	865	98	197	463	259	35	55	307	313	594	221
Future Volume (veh/h)	173	865	98	197	463	259	35	55	307	313	594	221
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1000	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	182	911	103	207	487	273	37	58	323	329	625	233
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	207	1020	239	232	564	478	49	468	397	357	1069	398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.12	0.28	0.28	0.14	0.30	0.30	0.03	0.25	0.25	0.20	0.42	0.42
Unsig. Movement Delay												
Ln Grp Delay, s/veh	76.8	51.8	39.0	58.7	44.4	38.8	84.0	38.6	62.8	74.1	32.6	32.8
Ln Grp LOS	E	D	D	E	D	D	F	D	E	E	C	C
Approach Vol, veh/h		1196			967			418			1187	
Approach Delay, s/veh		54.5			45.9			61.3			44.2	
Approach LOS		D			D			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	30.2	36.5	22.1	41.2	8.2	58.5	20.2	43.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	30.5	21.5	20.5	39.5	6.8	45.2	18.5	41.5
Max Allow Headway (MAH), s	3.8	4.2	3.8	5.1	3.8	5.3	3.8	4.8
Max Q Clear (g_c+I1), s	25.2	26.6	17.4	33.5	4.8	26.4	15.6	33.5
Green Ext Time (g_e), s	0.5	0.0	0.2	3.2	0.0	5.5	0.1	2.6
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.74	1.00	1.00	1.00
Prob of Max Out (p_x)	0.41	0.00	1.00	0.90	1.00	0.00	1.00	0.54

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1810		1714		1714		1714	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1900		3610		2574		1900

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1610		847		959		1610

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	329	0	207	0	37	0	182	0
Grp Sat Flow (s), veh/h/ln	1810	0	1714	0	1714	0	1714	0
Q Serve Time (g_s), s	23.2	0.0	15.4	0.0	2.8	0.0	13.6	0.0
Cycle Q Clear Time (g_c), s	23.2	0.0	15.4	0.0	2.8	0.0	13.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	357	0	232	0	49	0	207	0
V/C Ratio (X)	0.92	0.00	0.89	0.00	0.76	0.00	0.88	0.00
Avail Cap (c_a), veh/h	425	0	270	0	90	0	244	0
Upstream Filter (I)	1.00	0.00	0.09	0.00	1.00	0.00	0.74	0.00
Uniform Delay (d1), s/veh	51.2	0.0	55.3	0.0	62.7	0.0	56.2	0.0
Incr Delay (d2), s/veh	23.0	0.0	3.4	0.0	21.3	0.0	20.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	74.1	0.0	58.7	0.0	84.0	0.0	76.8	0.0
1st-Term Q (Q1), veh/ln	10.5	0.0	6.7	0.0	1.2	0.0	5.9	0.0
2nd-Term Q (Q2), veh/ln	2.3	0.0	0.2	0.0	0.3	0.0	1.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	12.8	0.0	6.9	0.0	1.5	0.0	7.1	0.0
%ile Storage Ratio (RQ%)	3.19	0.00	0.28	0.00	0.16	0.00	0.68	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	2	0	1	0	1
Grp Vol (v), veh/h	0	58	0	911	0	438	0	487
Grp Sat Flow (s), veh/h/ln	0	1900	0	1805	0	1805	0	1900
Q Serve Time (g_s), s	0.0	3.1	0.0	31.5	0.0	24.4	0.0	31.5
Cycle Q Clear Time (g_c), s	0.0	3.1	0.0	31.5	0.0	24.4	0.0	31.5
Lane Grp Cap (c), veh/h	0	468	0	1020	0	750	0	564
V/C Ratio (X)	0.00	0.12	0.00	0.89	0.00	0.58	0.00	0.86
Avail Cap (c_a), veh/h	0	468	0	1097	0	750	0	607
Upstream Filter (I)	0.00	1.00	0.00	0.74	0.00	1.00	0.00	0.09
Uniform Delay (d1), s/veh	0.0	38.1	0.0	44.8	0.0	29.3	0.0	43.2
Incr Delay (d2), s/veh	0.0	0.5	0.0	7.0	0.0	3.3	0.0	1.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	38.6	0.0	51.8	0.0	32.6	0.0	44.4
1st-Term Q (Q1), veh/ln	0.0	1.5	0.0	14.0	0.0	10.5	0.0	14.7
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	1.0	0.0	0.7	0.0	0.2

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.5	0.0	15.0	0.0	11.2	0.0	14.9
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.19	0.00	1.78	0.00	0.62
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	323	0	103	0	420	0	273
Grp Sat Flow (s), veh/h/ln	0	1610	0	847	0	1727	0	1610
Q Serve Time (g_s), s	0.0	24.6	0.0	12.9	0.0	24.4	0.0	18.7
Cycle Q Clear Time (g_c), s	0.0	24.6	0.0	12.9	0.0	24.4	0.0	18.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.55	0.00	1.00
Lane Grp Cap (c), veh/h	0	397	0	239	0	718	0	478
V/C Ratio (X)	0.00	0.81	0.00	0.43	0.00	0.59	0.00	0.57
Avail Cap (c_a), veh/h	0	397	0	257	0	718	0	514
Upstream Filter (I)	0.00	1.00	0.00	0.74	0.00	1.00	0.00	0.09
Uniform Delay (d1), s/veh	0.0	46.2	0.0	38.1	0.0	29.3	0.0	38.7
Incr Delay (d2), s/veh	0.0	16.6	0.0	0.9	0.0	3.5	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	62.8	0.0	39.0	0.0	32.8	0.0	38.8
1st-Term Q (Q1), veh/ln	0.0	9.8	0.0	2.7	0.0	10.1	0.0	7.4
2nd-Term Q (Q2), veh/ln	0.0	1.8	0.0	0.1	0.0	0.7	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	11.7	0.0	2.8	0.0	10.8	0.0	7.4
%ile Storage Ratio (RQ%)	0.00	0.63	0.00	0.04	0.00	1.71	0.00	0.31
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	49.8
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	633	773	247	101	969	531	104	613	76	336	29	214
Future Volume (veh/h)	633	773	247	101	969	531	104	613	76	336	29	214
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	666	814	260	106	1020	559	109	645	80	354	31	225
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	471	949	805	126	804	682	130	542	242	283	46	333
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.15	0.50	0.50	0.07	0.42	0.42	0.08	0.15	0.15	0.16	0.23	0.23
Unsig. Movement Delay												
Ln Grp Delay, s/veh	256.2	37.0	22.5	100.8	173.7	46.1	91.0	167.0	60.7	201.1	0.0	61.9
Ln Grp LOS	F	D	C	F	F	D	F	F	E	F	A	E
Approach Vol, veh/h		1740			1685			834			610	
Approach Delay, s/veh		118.7			126.8			146.9			142.7	
Approach LOS		F			F			F			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	28.0	27.0	15.5	79.5	15.9	39.1	27.0	68.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	23.5	22.5	12.2	73.8	15.3	30.7	22.5	63.5
Max Allow Headway (MAH), s	3.8	5.1	3.8	5.0	3.8	5.5	3.8	4.9
Max Q Clear (g_c+I1), s	25.5	24.5	11.2	58.2	11.4	23.3	24.5	65.5
Green Ext Time (g_e), s	0.0	0.0	0.0	6.3	0.1	0.9	0.0	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.99	1.00	0.99	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.34	0.92	0.00	1.00	1.00

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1810	1714	1714	3141

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3610	1900	199	1900

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1610	1610	1442	1610

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

Lanes in Grp	1	0	1	0	1	0	2	0
Grp Vol (v), veh/h	354	0	106	0	109	0	666	0
Grp Sat Flow (s), veh/h/ln	1810	0	1714	0	1714	0	1570	0
Q Serve Time (g_s), s	23.5	0.0	9.2	0.0	9.4	0.0	22.5	0.0
Cycle Q Clear Time (g_c), s	23.5	0.0	9.2	0.0	9.4	0.0	22.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	283	0	126	0	130	0	471	0
V/C Ratio (X)	1.25	0.00	0.84	0.00	0.84	0.00	1.41	0.00
Avail Cap (c_a), veh/h	283	0	139	0	175	0	471	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	0.50	0.00
Uniform Delay (d1), s/veh	63.2	0.0	68.6	0.0	68.4	0.0	63.7	0.0
Incr Delay (d2), s/veh	137.8	0.0	32.2	0.0	22.5	0.0	192.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	201.1	0.0	100.8	0.0	91.0	0.0	256.2	0.0
1st-Term Q (Q1), veh/ln	10.8	0.0	4.0	0.0	4.1	0.0	9.0	0.0
2nd-Term Q (Q2), veh/ln	10.9	0.0	1.1	0.0	0.8	0.0	12.6	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	21.7	0.0	5.2	0.0	5.0	0.0	21.6	0.0
%ile Storage Ratio (RQ%)	2.63	0.00	0.06	0.00	0.83	0.00	2.08	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	17.6	0.0	0.0	0.0	0.0	0.0	48.7	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.4	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T				T
Lanes in Grp	0	2	0	1	0	0	0	1
Grp Vol (v), veh/h	0	645	0	814	0	0	0	1020
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	0	0	1900
Q Serve Time (g_s), s	0.0	22.5	0.0	56.2	0.0	0.0	0.0	63.5
Cycle Q Clear Time (g_c), s	0.0	22.5	0.0	56.2	0.0	0.0	0.0	63.5
Lane Grp Cap (c), veh/h	0	542	0	949	0	0	0	804
V/C Ratio (X)	0.00	1.19	0.00	0.86	0.00	0.00	0.00	1.27
Avail Cap (c_a), veh/h	0	542	0	949	0	0	0	804
Upstream Filter (I)	0.00	1.00	0.00	0.50	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	63.8	0.0	32.8	0.0	0.0	0.0	43.2
Incr Delay (d2), s/veh	0.0	103.3	0.0	4.2	0.0	0.0	0.0	130.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	167.0	0.0	37.0	0.0	0.0	0.0	173.7
1st-Term Q (Q1), veh/ln	0.0	10.4	0.0	25.6	0.0	0.0	0.0	29.5
2nd-Term Q (Q2), veh/ln	0.0	7.8	0.0	1.1	0.0	0.0	0.0	29.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	370	4	210	643	594	0	0	629	809
Future Volume (veh/h)	0	0	0	370	4	210	643	594	0	0	629	809
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1800	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				389	4	221	677	625	0	0	662	852
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				428	4	385	730	2477	0	0	2286	710
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	2.00
Prop Arrive On Green				0.24	0.24	0.24	0.42	1.00	0.00	0.00	0.88	0.88
Unsig. Movement Delay												
Ln Grp Delay, s/veh				64.6	0.0	41.9	47.2	0.2	0.0	0.0	4.4	110.5
Ln Grp LOS				E	A	D	D	A	A	A	A	F
Approach Vol, veh/h					614			1302			1514	
Approach Delay, s/veh					56.4			24.7			64.1	
Approach LOS					E			C			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		86.8	33.2		29.4	57.4		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		79.4	31.6		27.3	47.6		
Max Allow Headway (MAH), s		5.2	4.9		3.8	4.5		
Max Q Clear (g_c+I1), s		2.0	27.3		24.0	54.9		
Green Ext Time (g_e), s		5.0	1.3		0.9	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	1.00		1.00	0.00		
Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			1792		3510	0		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3705	18			5358		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1610			1610		
Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0
Lane Assignment			L+T		L (Prot)			

Lanes in Grp	0	0	1	0	2	0	0	0
Grp Vol (v), veh/h	0	0	393	0	677	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1810	0	1755	0	0	0
Q Serve Time (g_s), s	0.0	0.0	25.3	0.0	22.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	25.3	0.0	22.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	52.9	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.99	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	432	0	730	0	0	0
V/C Ratio (X)	0.00	0.00	0.91	0.00	0.93	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	477	0	799	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.76	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	44.4	0.0	34.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	20.2	0.0	13.1	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	64.6	0.0	47.2	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	11.3	0.0	7.5	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	2.4	0.0	1.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	13.7	0.0	8.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.28	0.00	0.85	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	3	0	0
Grp Vol (v), veh/h	0	625	0	0	0	662	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1729	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	2477	0	0	0	2286	0	0
V/C Ratio (X)	0.00	0.25	0.00	0.00	0.00	0.29	0.00	0.00
Avail Cap (c_a), veh/h	0	2477	0	0	0	2286	0	0
Upstream Filter (I)	0.00	0.76	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	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
Control Delay (d), s/veh	0.0	0.2	0.0	0.0	0.0	4.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.0	0.0	0.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	221	0	0	852	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1610	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	14.5	0.0	0.0	52.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	14.5	0.0	0.0	52.9	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	385	0	0	710	0	0
V/C Ratio (X)	0.00	0.00	0.57	0.00	0.00	1.20	0.00	0.00
Avail Cap (c_a), veh/h	0	0	424	0	0	710	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	40.3	0.0	0.0	7.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.6	0.0	0.0	103.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	41.9	0.0	0.0	110.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	5.8	0.0	0.0	2.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.2	0.0	0.0	20.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	5.9	0.0	0.0	23.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.12	0.00	0.00	0.50	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	35.6	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	47.8
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	627	9	559	0	0	0	0	762	352	107	557	0
Future Volume (veh/h)	627	9	559	0	0	0	0	762	352	107	557	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	660	9	588				0	802	371	113	586	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	737	10	684				0	2177	676	163	1808	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Prop Arrive On Green	0.43	0.43	0.43				0.00	0.84	0.84	0.09	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	43.4	0.0	40.3				0.0	6.9	10.0	63.0	0.5	0.0
Ln Grp LOS	D	A	D				A	A	A	E	A	A
Approach Vol, veh/h		1257						1173			699	
Approach Delay, s/veh		41.9						7.9			10.6	
Approach LOS		D						A			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		10.0		4.0		
Phs Duration (G+Y+Rc), s	10.5	59.1		60.4		69.6		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	9.5	34.5		72.5		48.5		
Max Allow Headway (MAH), s	3.8	4.8		4.6		5.2		
Max Q Clear (g_c+I1), s	6.1	10.9		48.4		2.0		
Green Ext Time (g_e), s	0.1	7.5		7.5		4.6		
Prob of Phs Call (p_c)	0.98	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		0.14		0.00		

Left-Turn Movement Data			
Assigned Mvmt	1	5	7
Mvmt Sat Flow, veh/h	3510	0	1714

Through Movement Data			
Assigned Mvmt		2	4	6
Mvmt Sat Flow, veh/h		5358	24	3705

Right-Turn Movement Data			
Assigned Mvmt		12	14	16
Mvmt Sat Flow, veh/h		1610	1590	0

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

Lanes in Grp	2	0	0	1	0	0	0	0
Grp Vol (v), veh/h	113	0	0	660	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1755	0	0	1714	0	0	0	0
Q Serve Time (g_s), s	4.1	0.0	0.0	46.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	4.1	0.0	0.0	46.4	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1714	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	54.6	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	163	0	0	737	0	0	0	0
V/C Ratio (X)	0.69	0.00	0.00	0.90	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	257	0	0	956	0	0	0	0
Upstream Filter (I)	0.96	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	58.1	0.0	0.0	34.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	5.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	63.0	0.0	0.0	43.4	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.7	0.0	0.0	19.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	1.8	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.9	0.0	0.0	20.8	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.18	0.00	0.00	0.36	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	3	0	0	0	2	0	0
Grp Vol (v), veh/h	0	802	0	0	0	586	0	0
Grp Sat Flow (s), veh/h/ln	0	1729	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2177	0	0	0	1808	0	0
V/C Ratio (X)	0.00	0.37	0.00	0.00	0.00	0.32	0.00	0.00
Avail Cap (c_a), veh/h	0	2177	0	0	0	1808	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.96	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.9	0.0	0.0	0.0	0.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.5	0.0	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		T+R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	371	0	597	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	0	1614	0	0	0	0
Q Serve Time (g_s), s	0.0	8.9	0.0	43.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	8.9	0.0	43.5	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.98	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	676	0	694	0	0	0	0
V/C Ratio (X)	0.00	0.55	0.00	0.86	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	676	0	900	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.8	0.0	33.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.2	0.0	6.8	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.0	0.0	40.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.0	0.0	16.7	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	1.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.6	0.0	18.1	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.31	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		22.2						
HCM 6th LOS		C						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	293	70	453	809	165	85	233	296	226	538	82
Future Volume (veh/h)	39	293	70	453	809	165	85	233	296	226	538	82
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	308	74	477	852	174	89	245	312	238	566	86
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	61	405	96	450	1094	223	112	944	421	247	1047	159
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Prop Arrive On Green	0.04	0.14	0.14	0.26	0.37	0.37	0.11	0.44	0.44	0.14	0.33	0.33
Unsig. Movement Delay												
Ln Grp Delay, s/veh	54.9	42.6	43.8	88.4	29.5	29.5	58.5	20.4	32.2	85.3	27.9	27.9
Ln Grp LOS	D	D	D	F	C	C	E	C	C	F	C	C
Approach Vol, veh/h		423			1503			646			890	
Approach Delay, s/veh		44.3			48.2			31.3			43.2	
Approach LOS		D			D			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	16.8	28.0	28.1	17.1	10.4	34.5	7.7	37.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	12.3	18.1	23.6	18.0	7.3	23.1	6.2	35.4
Max Allow Headway (MAH), s	3.8	4.6	3.8	5.3	3.8	5.3	3.8	5.3
Max Q Clear (g_c+I1), s	13.8	16.5	25.6	11.4	6.6	15.2	4.1	24.8
Green Ext Time (g_e), s	0.0	0.5	0.0	1.2	0.0	2.5	0.0	4.9
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.89	1.00	0.64	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.65	1.00	0.00	1.00	0.58

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1810	1714	1714	1714

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3610	2896	3143	2986

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1610	685	476	610

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	238	0	477	0	89	0	41	0
Grp Sat Flow (s), veh/h/ln	1810	0	1714	0	1714	0	1714	0
Q Serve Time (g_s), s	11.8	0.0	23.6	0.0	4.6	0.0	2.1	0.0
Cycle Q Clear Time (g_c), s	11.8	0.0	23.6	0.0	4.6	0.0	2.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	247	0	450	0	112	0	61	0
V/C Ratio (X)	0.96	0.00	1.06	0.00	0.80	0.00	0.67	0.00
Avail Cap (c_a), veh/h	247	0	450	0	139	0	118	0
Upstream Filter (I)	1.00	0.00	0.80	0.00	0.83	0.00	1.00	0.00
Uniform Delay (d1), s/veh	38.6	0.0	33.2	0.0	39.5	0.0	42.9	0.0
Incr Delay (d2), s/veh	46.7	0.0	55.2	0.0	19.0	0.0	12.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	85.3	0.0	88.4	0.0	58.5	0.0	54.9	0.0
1st-Term Q (Q1), veh/ln	5.1	0.0	9.5	0.0	1.8	0.0	0.9	0.0
2nd-Term Q (Q2), veh/ln	3.2	0.0	6.9	0.0	0.6	0.0	0.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	8.3	0.0	16.4	0.0	2.4	0.0	1.1	0.0
%ile Storage Ratio (RQ%)	0.13	0.00	0.15	0.00	0.12	0.00	0.01	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	1	0	1
Grp Vol (v), veh/h	0	245	0	190	0	324	0	515
Grp Sat Flow (s), veh/h/ln	0	1805	0	1805	0	1805	0	1805
Q Serve Time (g_s), s	0.0	3.9	0.0	9.1	0.0	13.2	0.0	22.8
Cycle Q Clear Time (g_c), s	0.0	3.9	0.0	9.1	0.0	13.2	0.0	22.8
Lane Grp Cap (c), veh/h	0	944	0	252	0	601	0	661
V/C Ratio (X)	0.00	0.26	0.00	0.75	0.00	0.54	0.00	0.78
Avail Cap (c_a), veh/h	0	944	0	361	0	601	0	710
Upstream Filter (I)	0.00	0.83	0.00	1.00	0.00	1.00	0.00	0.80
Uniform Delay (d1), s/veh	0.0	19.8	0.0	37.2	0.0	24.4	0.0	25.3
Incr Delay (d2), s/veh	0.0	0.6	0.0	5.4	0.0	3.5	0.0	4.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.4	0.0	42.6	0.0	27.9	0.0	29.5
1st-Term Q (Q1), veh/ln	0.0	1.5	0.0	4.0	0.0	5.5	0.0	9.3
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.4	0.0	0.6	0.0	0.8

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.6	0.0	4.3	0.0	6.0	0.0	10.1
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.06	0.00	0.09	0.00	0.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	312	0	192	0	328	0	511
Grp Sat Flow (s), veh/h/ln	0	1610	0	1777	0	1814	0	1790
Q Serve Time (g_s), s	0.0	14.5	0.0	9.4	0.0	13.2	0.0	22.8
Cycle Q Clear Time (g_c), s	0.0	14.5	0.0	9.4	0.0	13.2	0.0	22.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.39	0.00	0.26	0.00	0.34
Lane Grp Cap (c), veh/h	0	421	0	248	0	604	0	656
V/C Ratio (X)	0.00	0.74	0.00	0.77	0.00	0.54	0.00	0.78
Avail Cap (c_a), veh/h	0	421	0	355	0	604	0	704
Upstream Filter (I)	0.00	0.83	0.00	1.00	0.00	1.00	0.00	0.80
Uniform Delay (d1), s/veh	0.0	22.8	0.0	37.3	0.0	24.4	0.0	25.3
Incr Delay (d2), s/veh	0.0	9.4	0.0	6.5	0.0	3.5	0.0	4.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.2	0.0	43.8	0.0	27.9	0.0	29.5
1st-Term Q (Q1), veh/ln	0.0	4.4	0.0	4.0	0.0	5.5	0.0	9.3
2nd-Term Q (Q2), veh/ln	0.0	1.1	0.0	0.4	0.0	0.6	0.0	0.8
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.5	0.0	4.5	0.0	6.1	0.0	10.0
%ile Storage Ratio (RQ%)	0.00	0.28	0.00	0.06	0.00	0.10	0.00	0.09
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	43.3
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	3	291	48	48	405	198	468	6	19	872	250
Future Volume (veh/h)	134	3	291	48	48	405	198	468	6	19	872	250
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	141	3	0	51	51	426	208	493	6	20	918	263
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	192	593		354	382	324	241	1884	23	40	1100	314
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Prop Arrive On Green	0.06	0.31	0.00	0.20	0.20	0.20	0.14	0.52	0.52	0.04	0.79	0.79
Unsig. Movement Delay												
Ln Grp Delay, s/veh	55.1	21.3	0.0	30.0	29.7	198.2	61.5	12.9	12.8	47.6	13.4	13.7
Ln Grp LOS	E	C		C	C	F	E	B	B	D	B	B
Approach Vol, veh/h		144			528			707			1201	
Approach Delay, s/veh		54.4			165.7			27.2			14.1	
Approach LOS		D			F			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Case No	2.0	4.0		3.0	2.0	4.0	2.0	5.3
Phs Duration (G+Y+Rc), s	6.5	50.9		32.6	17.2	40.2	10.0	22.6
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.2	43.2		28.1	13.5	34.9	5.5	18.1
Max Allow Headway (MAH), s	3.8	5.2		5.2	3.8	5.3	3.8	4.1
Max Q Clear (g_c+I1), s	3.0	8.8		2.1	12.7	20.3	6.0	20.1
Green Ext Time (g_e), s	0.0	3.2		0.0	0.1	7.0	0.0	0.0
Prob of Phs Call (p_c)	0.39	1.00		1.00	0.99	1.00	0.97	1.00
Prob of Max Out (p_x)	1.00	0.00		0.00	1.00	0.00	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1				5		7	3
Mvmt Sat Flow, veh/h	1810				1714		3141	1361

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3653		1900		2770		1900

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		44		1610		792		1610

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

Lanes in Grp	1	0	0	0	1	0	2	1
Grp Vol (v), veh/h	20	0	0	0	208	0	141	51
Grp Sat Flow (s), veh/h/ln	1810	0	0	0	1714	0	1570	1361
Q Serve Time (g_s), s	1.0	0.0	0.0	0.0	10.7	0.0	4.0	2.8
Cycle Q Clear Time (g_c), s	1.0	0.0	0.0	0.0	10.7	0.0	4.0	2.8
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	1361
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.1
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.1
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00
Lane Grp Cap (c), veh/h	40	0	0	0	241	0	192	354
V/C Ratio (X)	0.51	0.00	0.00	0.00	0.86	0.00	0.73	0.14
Avail Cap (c_a), veh/h	105	0	0	0	257	0	192	354
Upstream Filter (I)	0.51	0.00	0.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d1), s/veh	42.6	0.0	0.0	0.0	37.8	0.0	41.5	29.8
Incr Delay (d2), s/veh	5.0	0.0	0.0	0.0	23.7	0.0	13.6	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	47.6	0.0	0.0	0.0	61.5	0.0	55.1	30.0
1st-Term Q (Q1), veh/ln	0.4	0.0	0.0	0.0	4.4	0.0	1.5	0.9
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	1.6	0.0	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.5	0.0	0.0	0.0	6.0	0.0	1.9	0.9
%ile Storage Ratio (RQ%)	0.02	0.00	0.00	0.00	0.03	0.00	0.05	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	244	0	3	0	597	0	51
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	1805	0	1900
Q Serve Time (g_s), s	0.0	6.8	0.0	0.1	0.0	18.1	0.0	2.0
Cycle Q Clear Time (g_c), s	0.0	6.8	0.0	0.1	0.0	18.1	0.0	2.0
Lane Grp Cap (c), veh/h	0	931	0	593	0	717	0	382
V/C Ratio (X)	0.00	0.26	0.00	0.01	0.00	0.83	0.00	0.13
Avail Cap (c_a), veh/h	0	931	0	593	0	717	0	382
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.51	0.00	1.00
Uniform Delay (d1), s/veh	0.0	12.2	0.0	21.3	0.0	7.4	0.0	29.5
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	5.9	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.9	0.0	21.3	0.0	13.4	0.0	29.7
1st-Term Q (Q1), veh/ln	0.0	2.6	0.0	0.0	0.0	2.8	0.0	0.9
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	1.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.8	0.0	0.0	0.0	4.0	0.0	0.9
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.20	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	255	0	0	0	584	0	426
Grp Sat Flow (s), veh/h/ln	0	1892	0	1610	0	1757	0	1610
Q Serve Time (g_s), s	0.0	6.8	0.0	0.0	0.0	18.3	0.0	18.1
Cycle Q Clear Time (g_c), s	0.0	6.8	0.0	0.0	0.0	18.3	0.0	18.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.02	0.00	1.00	0.00	0.45	0.00	1.00
Lane Grp Cap (c), veh/h	0	976	0	503	0	698	0	324
V/C Ratio (X)	0.00	0.26	0.00	0.00	0.00	0.84	0.00	1.32
Avail Cap (c_a), veh/h	0	976	0	503	0	698	0	324
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.51	0.00	1.00
Uniform Delay (d1), s/veh	0.0	12.2	0.0	0.0	0.0	7.5	0.0	35.9
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	6.2	0.0	162.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.8	0.0	0.0	0.0	13.7	0.0	198.2
1st-Term Q (Q1), veh/ln	0.0	2.7	0.0	0.0	0.0	2.7	0.0	6.9
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	1.2	0.0	14.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.9	0.0	0.0	0.0	3.9	0.0	21.5
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.20	0.00	0.63
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.5
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	51.0
HCM 6th LOS	D

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	88	57	391	559	101	132	581	206	85	582	182
Future Volume (veh/h)	87	88	57	391	559	101	132	581	206	85	582	182
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900	1700	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	92	93	60	412	588	106	139	612	217	89	613	192
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	121	197	84	684	732	310	167	1992	844	113	2790	788
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.05	0.05	0.21	0.19	0.19	0.10	0.52	0.52	0.06	0.49	0.49
Unsig. Movement Delay												
Ln Grp Delay, s/veh	64.1	57.0	48.4	44.0	49.7	42.5	62.1	16.5	3.1	64.2	17.7	18.3
Ln Grp LOS	E	E	D	D	D	D	E	B	A	E	B	B
Approach Vol, veh/h		245			1106			968			894	
Approach Delay, s/veh		57.6			46.9			20.1			22.4	
Approach LOS		E			D			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	4	3	5	6	7	8
Case No	2.0	3.0	3.0	2.0	2.0	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	12.0	67.4	10.7	29.9	16.2	63.2	13.0	27.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	15.5	34.5	24.5	27.5	21.5	28.5	20.5	31.5
Max Allow Headway (MAH), s	3.8	4.9	4.8	3.8	3.8	4.9	3.8	5.1
Max Q Clear (g_c+I1), s	7.8	13.0	5.6	15.8	11.6	10.3	8.3	19.7
Green Ext Time (g_e), s	0.1	5.0	0.6	1.2	0.2	4.7	0.1	3.4
Prob of Phs Call (p_c)	0.95	1.00	1.00	1.00	0.99	1.00	1.00	1.00
Prob of Max Out (p_x)	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.25

Left-Turn Movement Data								
Assigned Mvmt	1			3	5		7	
Mvmt Sat Flow, veh/h	1810			3238	1714		1714	

Through Movement Data								
Assigned Mvmt		2	4			6		8
Mvmt Sat Flow, veh/h		3800	3800			5700		3800

Right-Turn Movement Data								
Assigned Mvmt		12	14			16		18
Mvmt Sat Flow, veh/h		1610	1610			1610		1610

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

Lanes in Grp	1	0	0	2	1	0	1	0
Grp Vol (v), veh/h	89	0	0	412	139	0	92	0
Grp Sat Flow (s), veh/h/ln	1810	0	0	1619	1714	0	1714	0
Q Serve Time (g_s), s	5.8	0.0	0.0	13.8	9.6	0.0	6.3	0.0
Cycle Q Clear Time (g_c), s	5.8	0.0	0.0	13.8	9.6	0.0	6.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	113	0	0	684	167	0	121	0
V/C Ratio (X)	0.79	0.00	0.00	0.60	0.83	0.00	0.76	0.00
Avail Cap (c_a), veh/h	234	0	0	742	307	0	293	0
Upstream Filter (I)	0.76	0.00	0.00	1.00	0.85	0.00	1.00	0.00
Uniform Delay (d1), s/veh	55.5	0.0	0.0	42.8	53.2	0.0	54.8	0.0
Incr Delay (d2), s/veh	8.8	0.0	0.0	1.2	8.9	0.0	9.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	64.2	0.0	0.0	44.0	62.1	0.0	64.1	0.0
1st-Term Q (Q1), veh/ln	2.7	0.0	0.0	5.5	4.1	0.0	2.7	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.0	0.1	0.4	0.0	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.9	0.0	0.0	5.6	4.5	0.0	3.0	0.0
%ile Storage Ratio (RQ%)	0.41	0.00	0.00	0.04	0.57	0.00	0.35	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	4	0	0	6	0	8
Lane Assignment		T	T			T		T
Lanes in Grp	0	2	2	0	0	3	0	2
Grp Vol (v), veh/h	0	612	93	0	0	613	0	588
Grp Sat Flow (s), veh/h/ln	0	1900	1900	0	0	1900	0	1900
Q Serve Time (g_s), s	0.0	11.0	2.9	0.0	0.0	7.4	0.0	17.7
Cycle Q Clear Time (g_c), s	0.0	11.0	2.9	0.0	0.0	7.4	0.0	17.7
Lane Grp Cap (c), veh/h	0	1992	197	0	0	2790	0	732
V/C Ratio (X)	0.00	0.31	0.47	0.00	0.00	0.22	0.00	0.80
Avail Cap (c_a), veh/h	0	1992	776	0	0	2790	0	998
Upstream Filter (I)	0.00	0.85	1.00	0.00	0.00	0.76	0.00	1.00
Uniform Delay (d1), s/veh	0.0	16.2	55.3	0.0	0.0	17.5	0.0	46.3
Incr Delay (d2), s/veh	0.0	0.3	1.7	0.0	0.0	0.1	0.0	3.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.5	57.0	0.0	0.0	17.7	0.0	49.7
1st-Term Q (Q1), veh/ln	0.0	4.7	1.4	0.0	0.0	3.2	0.0	8.4
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.3

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.8	1.4	0.0	0.0	3.3	0.0	8.7
%ile Storage Ratio (RQ%)	0.00	0.13	0.01	0.00	0.00	0.03	0.00	0.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	14	0	0	16	0	18
Lane Assignment		R	R			R		R
Lanes in Grp	0	1	1	0	0	1	0	1
Grp Vol (v), veh/h	0	217	60	0	0	192	0	106
Grp Sat Flow (s), veh/h/ln	0	1610	1610	0	0	1610	0	1610
Q Serve Time (g_s), s	0.0	3.5	3.6	0.0	0.0	8.3	0.0	6.8
Cycle Q Clear Time (g_c), s	0.0	3.5	3.6	0.0	0.0	8.3	0.0	6.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	844	84	0	0	788	0	310
V/C Ratio (X)	0.00	0.26	0.72	0.00	0.00	0.24	0.00	0.34
Avail Cap (c_a), veh/h	0	844	329	0	0	788	0	423
Upstream Filter (I)	0.00	0.85	1.00	0.00	0.00	0.76	0.00	1.00
Uniform Delay (d1), s/veh	0.0	2.5	37.5	0.0	0.0	17.8	0.0	41.9
Incr Delay (d2), s/veh	0.0	0.6	10.9	0.0	0.0	0.6	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.1	48.4	0.0	0.0	18.3	0.0	42.5
1st-Term Q (Q1), veh/ln	0.0	2.9	1.8	0.0	0.0	3.1	0.0	2.7
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.3	0.0	0.0	0.1	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.1	2.0	0.0	0.0	3.2	0.0	2.8
%ile Storage Ratio (RQ%)	0.00	0.38	0.01	0.00	0.00	0.03	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	32.8
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	327	388	409	631	886	0	0	1033	563
Future Volume (veh/h)	0	0	0	327	388	409	631	886	0	0	1033	563
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1800	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				344	408	431	664	933	0	0	1087	593
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				336	399	637	674	1986	0	0	1123	951
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.40	0.40	0.40	0.19	0.52	0.00	0.00	0.30	0.30
Unsig. Movement Delay												
Ln Grp Delay, s/veh				72.6	0.0	30.3	61.5	16.9	0.0	0.0	57.7	36.4
Ln Grp LOS				F	A	C	E	B	A	A	E	D
Approach Vol, veh/h					1183			1597			1680	
Approach Delay, s/veh					57.2			35.4			50.2	
Approach LOS					E			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		62.0	48.0		25.0	37.0		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		57.5	43.5		20.5	32.5		
Max Allow Headway (MAH), s		5.2	4.9		3.8	4.8		
Max Q Clear (g_c+I1), s		19.1	45.5		22.1	33.1		
Green Ext Time (g_e), s		8.2	0.0		0.0	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	1.00		1.00	0.00		
Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			850		3619	0		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3800	1008			3800		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1610			3220		
Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0
Lane Assignment			L+T		L (Prot)			

Lanes in Grp	0	0	1	0	2	0	0	0
Grp Vol (v), veh/h	0	0	752	0	664	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1858	0	1810	0	0	0
Q Serve Time (g_s), s	0.0	0.0	43.5	0.0	20.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	43.5	0.0	20.1	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	32.5	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.46	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	735	0	674	0	0	0
V/C Ratio (X)	0.00	0.00	1.02	0.00	0.98	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	735	0	674	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.35	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	33.3	0.0	44.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	39.4	0.0	16.9	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	72.6	0.0	61.5	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	18.9	0.0	8.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	8.0	0.0	1.6	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	26.9	0.0	10.5	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.65	0.00	1.75	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	933	0	0	0	1087	0	0
Grp Sat Flow (s), veh/h/ln	0	1900	0	0	0	1900	0	0
Q Serve Time (g_s), s	0.0	17.1	0.0	0.0	0.0	31.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	17.1	0.0	0.0	0.0	31.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	1986	0	0	0	1123	0	0
V/C Ratio (X)	0.00	0.47	0.00	0.00	0.00	0.97	0.00	0.00
Avail Cap (c_a), veh/h	0	1986	0	0	0	1123	0	0
Upstream Filter (I)	0.00	0.35	0.00	0.00	0.00	0.94	0.00	0.00
Uniform Delay (d1), s/veh	0.0	16.6	0.0	0.0	0.0	38.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	19.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.9	0.0	0.0	0.0	57.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.2	0.0	0.0	0.0	14.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	3.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	7.3	0.0	0.0	0.0	17.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.34	0.00	0.00	0.00	0.45	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	2	0	0
Grp Vol (v), veh/h	0	0	431	0	0	593	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1610	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	24.3	0.0	0.0	17.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	24.3	0.0	0.0	17.5	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	637	0	0	951	0	0
V/C Ratio (X)	0.00	0.00	0.68	0.00	0.00	0.62	0.00	0.00
Avail Cap (c_a), veh/h	0	0	637	0	0	951	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.94	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	27.4	0.0	0.0	33.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	2.9	0.0	0.0	2.9	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	30.3	0.0	0.0	36.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	9.2	0.0	0.0	6.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.5	0.0	0.0	0.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	9.7	0.0	0.0	7.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.23	0.00	0.00	0.19	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	46.8
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	508	17	702	0	0	0	0	1039	184	161	703	0
Future Volume (veh/h)	508	17	702	0	0	0	0	1039	184	161	703	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	535	18	739				0	1094	194	169	740	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	662	22	608				0	1255	532	203	1815	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Prop Arrive On Green	0.38	0.38	0.38				0.00	0.66	0.66	0.22	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	28.1	0.0	135.2				0.0	19.9	11.1	33.0	0.1	0.0
Ln Grp LOS	C	A	F				A	B	B	C	A	A
Approach Vol, veh/h		1292						1288			909	
Approach Delay, s/veh		89.4						18.6			6.2	
Approach LOS		F						B			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		12.0		4.0		
Phs Duration (G+Y+Rc), s	12.9	29.3		32.8		42.2		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	8.7	24.5		28.3		37.7		
Max Allow Headway (MAH), s	3.8	5.1		5.5		5.2		
Max Q Clear (g_c+I1), s	8.7	19.3		30.3		2.0		
Green Ext Time (g_e), s	0.0	3.4		0.0		6.0		
Prob of Phs Call (p_c)	0.97	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data			
Assigned Mvmt	1	5	7
Mvmt Sat Flow, veh/h	1810	0	1753

Through Movement Data			
Assigned Mvmt		2	4	6
Mvmt Sat Flow, veh/h		3800	59	3705

Right-Turn Movement Data			
Assigned Mvmt		12	14	16
Mvmt Sat Flow, veh/h		1610	1610	0

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

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	169	0	0	553	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	0	1812	0	0	0	0
Q Serve Time (g_s), s	6.7	0.0	0.0	20.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	6.7	0.0	0.0	20.5	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	24.8	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.97	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	203	0	0	684	0	0	0	0
V/C Ratio (X)	0.83	0.00	0.00	0.81	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	210	0	0	684	0	0	0	0
Upstream Filter (I)	0.16	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	28.4	0.0	0.0	20.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	4.6	0.0	0.0	7.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	33.0	0.0	0.0	28.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	2.5	0.0	0.0	8.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.0	1.4	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	2.8	0.0	0.0	9.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.46	0.00	0.00	0.28	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1094	0	0	0	740	0	0
Grp Sat Flow (s), veh/h/ln	0	1900	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	17.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	17.3	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1255	0	0	0	1815	0	0
V/C Ratio (X)	0.00	0.87	0.00	0.00	0.00	0.41	0.00	0.00
Avail Cap (c_a), veh/h	0	1255	0	0	0	1815	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.16	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	8.5	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	19.9	0.0	0.0	0.0	0.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.1	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.10	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		T+R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	194	0	739	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	0	1610	0	0	0	0
Q Serve Time (g_s), s	0.0	4.0	0.0	28.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.0	0.0	28.3	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	532	0	608	0	0	0	0
V/C Ratio (X)	0.00	0.36	0.00	1.22	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	532	0	608	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	9.2	0.0	23.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.9	0.0	111.8	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.1	0.0	135.2	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.2	0.0	9.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	18.9	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.4	0.0	28.7	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.85	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	32.9	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		41.6						
HCM 6th LOS		D						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	459	198	44	835	418	70	394	31	203	13	158
Future Volume (veh/h)	162	459	198	44	835	418	70	394	31	203	13	158
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	171	483	208	46	879	440	74	415	33	214	14	166
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	233	767	328	59	1010	646	94	1432	662	245	58	687
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.30	0.30	0.03	0.27	0.27	0.05	0.38	0.38	0.14	0.46	0.46
Unsig. Movement Delay												
Ln Grp Delay, s/veh	57.9	37.1	37.3	77.5	49.8	32.3	69.4	26.7	21.4	66.0	0.0	20.6
Ln Grp LOS	E	D	D	E	D	C	E	C	C	E	A	C
Approach Vol, veh/h		862			1365			522			394	
Approach Delay, s/veh		41.3			45.1			32.4			45.3	
Approach LOS		D			D			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	20.8	49.7	8.6	40.9	11.1	59.4	13.1	36.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	23.5	21.8	14.4	42.3	14.8	30.5	23.2	33.5
Max Allow Headway (MAH), s	3.8	5.1	3.8	5.3	3.8	5.5	3.8	4.8
Max Q Clear (g_c+I1), s	15.9	11.2	5.2	21.9	7.1	10.1	8.2	29.0
Green Ext Time (g_e), s	0.4	2.1	0.0	4.4	0.1	1.0	0.4	2.9
Prob of Phs Call (p_c)	1.00	1.00	0.78	1.00	0.92	1.00	1.00	1.00
Prob of Max Out (p_x)	0.06	0.00	0.00	0.07	0.01	0.00	0.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1810		1714		1714		3238	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3800		2525		127		3800

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1610		1080		1503		1610

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

Lanes in Grp	1	0	1	0	1	0	2	0
Grp Vol (v), veh/h	214	0	46	0	74	0	171	0
Grp Sat Flow (s), veh/h/ln	1810	0	1714	0	1714	0	1619	0
Q Serve Time (g_s), s	13.9	0.0	3.2	0.0	5.1	0.0	6.2	0.0
Cycle Q Clear Time (g_c), s	13.9	0.0	3.2	0.0	5.1	0.0	6.2	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	245	0	59	0	94	0	233	0
V/C Ratio (X)	0.87	0.00	0.78	0.00	0.79	0.00	0.73	0.00
Avail Cap (c_a), veh/h	354	0	206	0	211	0	626	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	0.74	0.00
Uniform Delay (d1), s/veh	50.9	0.0	57.5	0.0	56.0	0.0	54.6	0.0
Incr Delay (d2), s/veh	15.1	0.0	20.0	0.0	13.4	0.0	3.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	66.0	0.0	77.5	0.0	69.4	0.0	57.9	0.0
1st-Term Q (Q1), veh/ln	6.3	0.0	1.4	0.0	2.2	0.0	2.5	0.0
2nd-Term Q (Q2), veh/ln	1.0	0.0	0.3	0.0	0.4	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	7.3	0.0	1.7	0.0	2.6	0.0	2.6	0.0
%ile Storage Ratio (RQ%)	0.95	0.00	0.02	0.00	0.23	0.00	0.25	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T				T
Lanes in Grp	0	2	0	1	0	0	0	2
Grp Vol (v), veh/h	0	415	0	363	0	0	0	879
Grp Sat Flow (s), veh/h/ln	0	1900	0	1900	0	0	0	1900
Q Serve Time (g_s), s	0.0	9.2	0.0	19.7	0.0	0.0	0.0	26.5
Cycle Q Clear Time (g_c), s	0.0	9.2	0.0	19.7	0.0	0.0	0.0	26.5
Lane Grp Cap (c), veh/h	0	1432	0	577	0	0	0	1010
V/C Ratio (X)	0.00	0.29	0.00	0.63	0.00	0.00	0.00	0.87
Avail Cap (c_a), veh/h	0	1432	0	670	0	0	0	1061
Upstream Filter (I)	0.00	1.00	0.00	0.74	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	26.2	0.0	36.0	0.0	0.0	0.0	42.1
Incr Delay (d2), s/veh	0.0	0.5	0.0	1.1	0.0	0.0	0.0	7.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.7	0.0	37.1	0.0	0.0	0.0	49.8
1st-Term Q (Q1), veh/ln	0.0	4.2	0.0	9.1	0.0	0.0	0.0	12.3
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.2	0.0	0.0	0.0	1.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.3	0.0	9.3	0.0	0.0	0.0	13.4
%ile Storage Ratio (RQ%)	0.00	0.38	0.00	0.38	0.00	0.00	0.00	0.15
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	33	0	328	0	180	0	440
Grp Sat Flow (s), veh/h/ln	0	1610	0	1706	0	1630	0	1610
Q Serve Time (g_s), s	0.0	1.5	0.0	19.9	0.0	8.1	0.0	27.0
Cycle Q Clear Time (g_c), s	0.0	1.5	0.0	19.9	0.0	8.1	0.0	27.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1610.2	0.0	0.0	0.0	0.0	0.0	1610.2
Prot RT Eff Green (g_R), s	0.0	4.1	0.0	0.0	0.0	0.0	0.0	16.3
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.63	0.00	0.92	0.00	1.00
Lane Grp Cap (c), veh/h	0	662	0	518	0	745	0	646
V/C Ratio (X)	0.00	0.05	0.00	0.63	0.00	0.24	0.00	0.68
Avail Cap (c_a), veh/h	0	662	0	601	0	745	0	668
Upstream Filter (I)	0.00	1.00	0.00	0.74	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	21.2	0.0	36.0	0.0	19.9	0.0	29.6
Incr Delay (d2), s/veh	0.0	0.1	0.0	1.3	0.0	0.8	0.0	2.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.4	0.0	37.3	0.0	20.6	0.0	32.3
1st-Term Q (Q1), veh/ln	0.0	0.6	0.0	8.3	0.0	3.1	0.0	10.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.2	0.0	0.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.0	8.4	0.0	3.2	0.0	10.8
%ile Storage Ratio (RQ%)	0.00	0.21	0.00	0.35	0.00	0.42	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	42.0
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	428	11	465	724	1095	0	0	476	931
Future Volume (veh/h)	0	0	0	428	11	465	724	1095	0	0	476	931
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1800	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				451	12	489	762	1153	0	0	501	980
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				587	16	536	826	2138	0	0	1153	905
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	2.00
Prop Arrive On Green				0.33	0.33	0.33	0.47	1.00	0.00	0.00	0.64	0.64
Unsig. Movement Delay												
Ln Grp Delay, s/veh				40.7	0.0	55.7	37.5	0.5	0.0	0.0	17.5	76.7
Ln Grp LOS				D	A	E	D	A	A	A	B	F
Approach Vol, veh/h					952			1915			1481	
Approach Delay, s/veh					48.4			15.2			56.7	
Approach LOS					D			B			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		75.6	44.4		32.7	42.8		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		66.5	44.5		33.5	28.5		
Max Allow Headway (MAH), s		5.2	4.7		3.8	4.4		
Max Q Clear (g_c+I1), s		2.0	36.9		26.4	40.3		
Green Ext Time (g_e), s		12.0	3.0		1.9	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	0.64		0.33	0.00		
Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			1765		3510	0		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3705	47			3705		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1610			2834		
Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0
Lane Assignment			L+T		L (Prot)			

Lanes in Grp	0	0	1	0	2	0	0	0
Grp Vol (v), veh/h	0	0	463	0	762	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1812	0	1755	0	0	0
Q Serve Time (g_s), s	0.0	0.0	27.5	0.0	24.4	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	27.5	0.0	24.4	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	38.3	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.97	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	603	0	826	0	0	0
V/C Ratio (X)	0.00	0.00	0.77	0.00	0.92	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	672	0	980	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.48	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	35.9	0.0	30.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	4.8	0.0	6.8	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	40.7	0.0	37.5	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	12.0	0.0	8.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.8	0.0	0.8	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	12.8	0.0	8.8	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.27	0.00	0.84	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1153	0	0	0	501	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	2138	0	0	0	1153	0	0
V/C Ratio (X)	0.00	0.54	0.00	0.00	0.00	0.43	0.00	0.00
Avail Cap (c_a), veh/h	0	2138	0	0	0	1153	0	0
Upstream Filter (I)	0.00	0.48	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	16.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	1.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.5	0.0	0.0	0.0	17.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.0	0.0	3.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.07	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	2	0	0
Grp Vol (v), veh/h	0	0	489	0	0	980	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1610	0	0	1417	0	0
Q Serve Time (g_s), s	0.0	0.0	34.9	0.0	0.0	38.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	34.9	0.0	0.0	38.3	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	536	0	0	905	0	0
V/C Ratio (X)	0.00	0.00	0.91	0.00	0.00	1.08	0.00	0.00
Avail Cap (c_a), veh/h	0	0	597	0	0	905	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	38.3	0.0	0.0	21.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	17.4	0.0	0.0	55.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	55.7	0.0	0.0	76.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	13.6	0.0	0.0	7.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	2.6	0.0	0.0	6.9	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	16.2	0.0	0.0	14.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.33	0.00	0.00	0.32	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	18.8	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	36.6
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	477	9	513	0	0	0	0	1213	644	333	648	0
Future Volume (veh/h)	477	9	513	0	0	0	0	1213	644	333	648	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	502	9	540				0	1277	678	351	682	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	586	9	542				0	1599	496	439	1835	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	0.67	1.00
Prop Arrive On Green	0.34	0.34	0.34				0.00	0.62	0.62	0.25	0.34	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	30.4	0.0	56.8				0.0	14.4	188.6	31.0	13.1	0.0
Ln Grp LOS	C	A	E				A	B	F	C	B	A
Approach Vol, veh/h		1051						1955			1033	
Approach Delay, s/veh		44.2						74.8			19.2	
Approach LOS		D						E			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		10.0		4.0		
Phs Duration (G+Y+Rc), s	12.0	23.0		25.0		35.0		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	7.5	18.5		20.5		30.5		
Max Allow Headway (MAH), s	3.8	4.8		4.7		5.2		
Max Q Clear (g_c+I1), s	7.6	20.5		22.4		10.6		
Green Ext Time (g_e), s	0.0	0.0		0.0		4.7		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	3510	0		1714				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5358		26		3705		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1610		1588		0		

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

Lanes in Grp	2	0	0	1	0	0	0	0
Grp Vol (v), veh/h	351	0	0	502	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1755	0	0	1714	0	0	0	0
Q Serve Time (g_s), s	5.6	0.0	0.0	16.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	5.6	0.0	0.0	16.4	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1714	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	18.5	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	439	0	0	586	0	0	0	0
V/C Ratio (X)	0.80	0.00	0.00	0.86	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	439	0	0	586	0	0	0	0
Upstream Filter (I)	0.90	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	21.8	0.0	0.0	18.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	9.2	0.0	0.0	12.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	31.0	0.0	0.0	30.4	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.9	0.0	0.0	5.7	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.6	0.0	0.0	2.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	2.5	0.0	0.0	7.7	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.24	0.00	0.00	0.13	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	3	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1277	0	0	0	682	0	0
Grp Sat Flow (s), veh/h/ln	0	1729	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	11.2	0.0	0.0	0.0	8.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	11.2	0.0	0.0	0.0	8.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	1599	0	0	0	1835	0	0
V/C Ratio (X)	0.00	0.80	0.00	0.00	0.00	0.37	0.00	0.00
Avail Cap (c_a), veh/h	0	1599	0	0	0	1835	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.90	0.00	0.00
Uniform Delay (d1), s/veh	0.0	10.1	0.0	0.0	0.0	12.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.3	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.4	0.0	0.0	0.0	13.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.4	0.0	0.0	0.0	3.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.0	0.0	0.0	0.0	3.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.10	0.00	0.00	0.00	0.32	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		T+R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	678	0	549	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	0	1614	0	0	0	0
Q Serve Time (g_s), s	0.0	18.5	0.0	20.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	18.5	0.0	20.4	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.98	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	496	0	552	0	0	0	0
V/C Ratio (X)	0.00	1.37	0.00	1.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	496	0	552	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.5	0.0	19.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	177.1	0.0	37.1	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	188.6	0.0	56.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.9	0.0	6.7	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	24.4	0.0	5.7	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	27.3	0.0	12.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.89	0.00	0.21	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	45.4	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	52.6
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	814	80	225	349	198	138	669	614	261	378	54
Future Volume (veh/h)	86	814	80	225	349	198	138	669	614	261	378	54
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	91	857	84	237	367	208	145	704	646	275	398	57
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	114	891	87	266	797	445	174	886	645	303	988	141
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.27	0.27	0.16	0.36	0.12	0.10	0.25	0.25	0.17	0.31	0.31
Unsig. Movement Delay												
Ln Grp Delay, s/veh	62.3	71.0	70.7	68.4	27.7	36.3	57.7	44.1	62.9	74.1	31.9	32.0
Ln Grp LOS	E	E	E	E	C	D	E	D	F	E	C	C
Approach Vol, veh/h		1032			812			1495			730	
Approach Delay, s/veh		70.1			42.6			53.5			47.8	
Approach LOS		E			D			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	22.9	31.5	21.6	34.0	15.7	38.8	11.8	43.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	18.5	24.3	19.7	29.5	17.1	25.7	12.6	36.6
Max Allow Headway (MAH), s	3.8	4.6	3.8	5.3	3.8	5.3	3.8	5.4
Max Q Clear (g_c+I1), s	18.4	29.0	16.9	30.0	11.1	13.0	7.8	18.5
Green Ext Time (g_e), s	0.0	0.0	0.2	0.0	0.2	2.2	0.1	3.4
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.99	1.00	0.94	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	0.14	0.00	0.32	0.06

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1810	1714	1714	1714

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3610	3321	3173	2234

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1610	325	451	1246

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	275	0	237	0	145	0	91	0
Grp Sat Flow (s), veh/h/ln	1810	0	1714	0	1714	0	1714	0
Q Serve Time (g_s), s	16.4	0.0	14.9	0.0	9.1	0.0	5.8	0.0
Cycle Q Clear Time (g_c), s	16.4	0.0	14.9	0.0	9.1	0.0	5.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	303	0	266	0	174	0	114	0
V/C Ratio (X)	0.91	0.00	0.89	0.00	0.83	0.00	0.80	0.00
Avail Cap (c_a), veh/h	304	0	307	0	266	0	196	0
Upstream Filter (I)	1.00	0.00	0.95	0.00	0.70	0.00	1.00	0.00
Uniform Delay (d1), s/veh	45.0	0.0	45.5	0.0	48.5	0.0	50.6	0.0
Incr Delay (d2), s/veh	29.1	0.0	22.9	0.0	9.2	0.0	11.7	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	74.1	0.0	68.4	0.0	57.7	0.0	62.3	0.0
1st-Term Q (Q1), veh/ln	7.3	0.0	6.3	0.0	3.9	0.0	2.5	0.0
2nd-Term Q (Q2), veh/ln	2.5	0.0	1.7	0.0	0.4	0.0	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	9.8	0.0	8.0	0.0	4.3	0.0	2.8	0.0
%ile Storage Ratio (RQ%)	0.15	0.00	0.08	0.00	0.22	0.00	0.04	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	1	0	1
Grp Vol (v), veh/h	0	704	0	466	0	225	0	295
Grp Sat Flow (s), veh/h/ln	0	1805	0	1805	0	1805	0	1805
Q Serve Time (g_s), s	0.0	20.1	0.0	28.0	0.0	10.8	0.0	13.8
Cycle Q Clear Time (g_c), s	0.0	20.1	0.0	28.0	0.0	10.8	0.0	13.8
Lane Grp Cap (c), veh/h	0	886	0	484	0	562	0	644
V/C Ratio (X)	0.00	0.79	0.00	0.96	0.00	0.40	0.00	0.46
Avail Cap (c_a), veh/h	0	886	0	484	0	562	0	644
Upstream Filter (I)	0.00	0.70	0.00	1.00	0.00	1.00	0.00	0.95
Uniform Delay (d1), s/veh	0.0	38.9	0.0	39.7	0.0	29.8	0.0	27.2
Incr Delay (d2), s/veh	0.0	5.2	0.0	31.3	0.0	2.1	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	44.1	0.0	71.0	0.0	31.9	0.0	27.7
1st-Term Q (Q1), veh/ln	0.0	8.8	0.0	12.2	0.0	4.7	0.0	5.9
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	4.2	0.0	0.3	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	9.5	0.0	16.4	0.0	5.0	0.0	6.0
%ile Storage Ratio (RQ%)	0.00	0.48	0.00	0.22	0.00	0.08	0.00	0.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	646	0	475	0	230	0	280
Grp Sat Flow (s), veh/h/ln	0	1610	0	1841	0	1819	0	1676
Q Serve Time (g_s), s	0.0	27.0	0.0	28.0	0.0	11.0	0.0	16.5
Cycle Q Clear Time (g_c), s	0.0	27.0	0.0	28.0	0.0	11.0	0.0	16.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1610.2	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	17.1	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.18	0.00	0.25	0.00	0.74
Lane Grp Cap (c), veh/h	0	645	0	494	0	566	0	598
V/C Ratio (X)	0.00	1.00	0.00	0.96	0.00	0.41	0.00	0.47
Avail Cap (c_a), veh/h	0	645	0	494	0	566	0	598
Upstream Filter (I)	0.00	0.70	0.00	1.00	0.00	1.00	0.00	0.95
Uniform Delay (d1), s/veh	0.0	33.0	0.0	39.7	0.0	29.9	0.0	35.8
Incr Delay (d2), s/veh	0.0	29.9	0.0	31.0	0.0	2.2	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	62.9	0.0	70.7	0.0	32.0	0.0	36.3
1st-Term Q (Q1), veh/ln	0.0	16.6	0.0	12.5	0.0	4.8	0.0	7.2
2nd-Term Q (Q2), veh/ln	0.0	5.4	0.0	4.2	0.0	0.3	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	22.0	0.0	16.7	0.0	5.1	0.0	7.3
%ile Storage Ratio (RQ%)	0.00	1.11	0.00	0.23	0.00	0.08	0.00	0.07
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.5
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	480	36	427	91	25	141	214	1036	5	9	655	88
Future Volume (veh/h)	480	36	427	91	25	141	214	1036	5	9	655	88
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	505	38	0	96	26	148	225	1091	5	9	689	93
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	566	661		235	224	189	258	1809	8	20	1123	151
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.18	0.35	0.00	0.12	0.12	0.12	0.15	0.49	0.49	0.01	0.35	0.35
Unsig. Movement Delay												
Ln Grp Delay, s/veh	52.0	19.6	0.0	38.9	35.7	45.4	61.0	19.6	19.5	55.5	27.5	27.5
Ln Grp LOS	D	B		D	D	D	E	B	B	E	C	C
Approach Vol, veh/h		543			270			1321			791	
Approach Delay, s/veh		49.7			42.2			26.6			27.8	
Approach LOS		D			D			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Case No	2.0	4.0		3.0	2.0	4.0	2.0	5.3
Phs Duration (G+Y+Rc), s	5.5	48.7		35.8	18.1	36.1	20.7	15.1
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.0	32.5		39.0	14.5	23.0	16.5	18.0
Max Allow Headway (MAH), s	3.8	5.2		5.2	3.8	5.3	3.8	4.1
Max Q Clear (g_c+l1), s	2.4	21.3		3.2	13.5	18.1	16.1	10.0
Green Ext Time (g_e), s	0.0	5.4		0.2	0.1	2.1	0.1	0.6
Prob of Phs Call (p_c)	0.20	1.00		1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00		0.00	1.00	0.00	1.00	0.10

Left-Turn Movement Data								
Assigned Mvmt	1				5		7	3
Mvmt Sat Flow, veh/h	1810				1714		3141	1318

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3685		1900		3196		1900

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		17		1610		431		1610

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

Lanes in Grp	1	0	0	0	1	0	2	1
Grp Vol (v), veh/h	9	0	0	0	225	0	505	96
Grp Sat Flow (s), veh/h/ln	1810	0	0	0	1714	0	1570	1318
Q Serve Time (g_s), s	0.4	0.0	0.0	0.0	11.5	0.0	14.1	6.2
Cycle Q Clear Time (g_c), s	0.4	0.0	0.0	0.0	11.5	0.0	14.1	6.2
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	1318
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.6
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.6
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.2
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00
Lane Grp Cap (c), veh/h	20	0	0	0	258	0	566	235
V/C Ratio (X)	0.44	0.00	0.00	0.00	0.87	0.00	0.89	0.41
Avail Cap (c_a), veh/h	101	0	0	0	276	0	576	344
Upstream Filter (I)	0.77	0.00	0.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d1), s/veh	44.2	0.0	0.0	0.0	37.4	0.0	36.0	37.8
Incr Delay (d2), s/veh	11.3	0.0	0.0	0.0	23.7	0.0	16.0	1.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	55.5	0.0	0.0	0.0	61.0	0.0	52.0	38.9
1st-Term Q (Q1), veh/ln	0.2	0.0	0.0	0.0	4.7	0.0	5.3	2.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	1.7	0.0	1.3	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.3	0.0	0.0	0.0	6.4	0.0	6.5	2.1
%ile Storage Ratio (RQ%)	0.01	0.00	0.00	0.00	0.03	0.00	0.16	0.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	534	0	38	0	389	0	26
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	1805	0	1900
Q Serve Time (g_s), s	0.0	19.3	0.0	1.2	0.0	16.0	0.0	1.1
Cycle Q Clear Time (g_c), s	0.0	19.3	0.0	1.2	0.0	16.0	0.0	1.1
Lane Grp Cap (c), veh/h	0	886	0	661	0	634	0	224
V/C Ratio (X)	0.00	0.60	0.00	0.06	0.00	0.61	0.00	0.12
Avail Cap (c_a), veh/h	0	886	0	823	0	634	0	380
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.77	0.00	1.00
Uniform Delay (d1), s/veh	0.0	16.6	0.0	19.5	0.0	24.1	0.0	35.5
Incr Delay (d2), s/veh	0.0	3.0	0.0	0.0	0.0	3.4	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	19.6	0.0	19.6	0.0	27.5	0.0	35.7
1st-Term Q (Q1), veh/ln	0.0	7.5	0.0	0.5	0.0	6.6	0.0	0.5
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.0	0.0	0.6	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.2	0.0	0.5	0.0	7.2	0.0	0.5
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.01	0.00	0.36	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	562	0	0	0	393	0	148
Grp Sat Flow (s), veh/h/ln	0	1897	0	1610	0	1822	0	1610
Q Serve Time (g_s), s	0.0	19.3	0.0	0.0	0.0	16.1	0.0	8.0
Cycle Q Clear Time (g_c), s	0.0	19.3	0.0	0.0	0.0	16.1	0.0	8.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.01	0.00	1.00	0.00	0.24	0.00	1.00
Lane Grp Cap (c), veh/h	0	931	0	560	0	640	0	189
V/C Ratio (X)	0.00	0.60	0.00	0.00	0.00	0.61	0.00	0.78
Avail Cap (c_a), veh/h	0	931	0	698	0	640	0	322
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.77	0.00	1.00
Uniform Delay (d1), s/veh	0.0	16.6	0.0	0.0	0.0	24.1	0.0	38.6
Incr Delay (d2), s/veh	0.0	2.9	0.0	0.0	0.0	3.4	0.0	6.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	19.5	0.0	0.0	0.0	27.5	0.0	45.4
1st-Term Q (Q1), veh/ln	0.0	7.9	0.0	0.0	0.0	6.7	0.0	3.1
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.0	0.0	0.6	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.6	0.0	0.0	0.0	7.3	0.0	3.5
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	0.00	0.37	0.00	0.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	32.7
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	268	520	131	462	376	102	138	935	507	248	862	194
Future Volume (veh/h)	268	520	131	462	376	102	138	935	507	248	862	194
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900	1700	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	282	547	138	486	396	107	145	984	534	261	907	204
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	309	624	265	542	575	244	170	1371	581	285	1891	423
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Prop Arrive On Green	0.18	0.16	0.16	0.17	0.15	0.15	0.20	0.72	0.72	0.32	0.84	0.84
Unsig. Movement Delay												
Ln Grp Delay, s/veh	73.7	61.1	30.3	64.8	51.7	47.5	55.8	15.0	19.7	63.2	7.0	8.1
Ln Grp LOS	E	E	C	E	D	D	E	B	B	E	A	A
Approach Vol, veh/h		967			989			1663			1372	
Approach Delay, s/veh		60.4			57.7			20.1			18.0	
Approach LOS		E			E			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	4	3	5	6	7	8
Case No	2.0	3.0	3.0	2.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	23.4	47.8	24.2	24.6	16.4	54.8	26.1	22.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	22.5	36.9	20.9	21.7	18.6	40.8	24.6	18.0
Max Allow Headway (MAH), s	3.8	4.8	5.0	3.8	3.8	5.3	3.8	5.0
Max Q Clear (g_c+I1), s	18.7	22.5	18.9	19.6	11.8	8.6	21.4	13.8
Green Ext Time (g_e), s	0.3	7.8	0.9	0.4	0.2	9.3	0.3	1.1
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.99	1.00	1.00	1.00
Prob of Max Out (p_x)	0.97	0.00	1.00	1.00	0.07	0.00	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1			3	5		7	
Mvmt Sat Flow, veh/h	1810			3238	1714		1714	

Through Movement Data								
Assigned Mvmt		2	4			6		8
Mvmt Sat Flow, veh/h		3800	3800			4509		3800

Right-Turn Movement Data								
Assigned Mvmt		12	14			16		18
Mvmt Sat Flow, veh/h		1610	1610			1009		1610

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

Lanes in Grp	1	0	0	2	1	0	1	0
Grp Vol (v), veh/h	261	0	0	486	145	0	282	0
Grp Sat Flow (s), veh/h/ln	1810	0	0	1619	1714	0	1714	0
Q Serve Time (g_s), s	16.7	0.0	0.0	17.6	9.8	0.0	19.4	0.0
Cycle Q Clear Time (g_c), s	16.7	0.0	0.0	17.6	9.8	0.0	19.4	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	285	0	0	542	170	0	309	0
V/C Ratio (X)	0.91	0.00	0.00	0.90	0.85	0.00	0.91	0.00
Avail Cap (c_a), veh/h	339	0	0	586	266	0	351	0
Upstream Filter (I)	0.85	0.00	0.00	1.00	0.54	0.00	1.00	0.00
Uniform Delay (d1), s/veh	40.3	0.0	0.0	49.0	47.3	0.0	48.2	0.0
Incr Delay (d2), s/veh	22.9	0.0	0.0	15.9	8.5	0.0	25.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	63.2	0.0	0.0	64.8	55.8	0.0	73.7	0.0
1st-Term Q (Q1), veh/ln	6.2	0.0	0.0	7.1	3.8	0.0	8.2	0.0
2nd-Term Q (Q2), veh/ln	1.8	0.0	0.0	1.2	0.4	0.0	2.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	8.1	0.0	0.0	8.3	4.2	0.0	10.4	0.0
%ile Storage Ratio (RQ%)	1.12	0.00	0.00	0.06	0.52	0.00	1.19	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	4	0	0	6	0	8
Lane Assignment		T	T			T		T
Lanes in Grp	0	2	2	0	0	2	0	2
Grp Vol (v), veh/h	0	984	547	0	0	764	0	396
Grp Sat Flow (s), veh/h/ln	0	1900	1900	0	0	1900	0	1900
Q Serve Time (g_s), s	0.0	18.0	16.9	0.0	0.0	6.5	0.0	11.8
Cycle Q Clear Time (g_c), s	0.0	18.0	16.9	0.0	0.0	6.5	0.0	11.8
Lane Grp Cap (c), veh/h	0	1371	624	0	0	1594	0	575
V/C Ratio (X)	0.00	0.72	0.88	0.00	0.00	0.48	0.00	0.69
Avail Cap (c_a), veh/h	0	1371	662	0	0	1594	0	575
Upstream Filter (I)	0.00	0.54	1.00	0.00	0.00	0.85	0.00	1.00
Uniform Delay (d1), s/veh	0.0	13.2	48.9	0.0	0.0	6.1	0.0	48.2
Incr Delay (d2), s/veh	0.0	1.8	12.2	0.0	0.0	0.9	0.0	3.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.0	61.1	0.0	0.0	7.0	0.0	51.7
1st-Term Q (Q1), veh/ln	0.0	4.5	8.0	0.0	0.0	1.9	0.0	5.6
2nd-Term Q (Q2), veh/ln	0.0	0.3	1.1	0.0	0.0	0.2	0.0	0.3

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.8	9.0	0.0	0.0	2.0	0.0	5.9
%ile Storage Ratio (RQ%)	0.00	0.13	0.04	0.00	0.00	0.02	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	14	0	0	16	0	18
Lane Assignment		R	R			T+R		R
Lanes in Grp	0	1	1	0	0	1	0	1
Grp Vol (v), veh/h	0	534	138	0	0	347	0	107
Grp Sat Flow (s), veh/h/ln	0	1610	1610	0	0	1718	0	1610
Q Serve Time (g_s), s	0.0	20.5	7.4	0.0	0.0	6.6	0.0	7.2
Cycle Q Clear Time (g_c), s	0.0	20.5	7.4	0.0	0.0	6.6	0.0	7.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	0.00	0.00	0.59	0.00	1.00
Lane Grp Cap (c), veh/h	0	581	265	0	0	721	0	244
V/C Ratio (X)	0.00	0.92	0.52	0.00	0.00	0.48	0.00	0.44
Avail Cap (c_a), veh/h	0	581	280	0	0	721	0	244
Upstream Filter (I)	0.00	0.54	1.00	0.00	0.00	0.85	0.00	1.00
Uniform Delay (d1), s/veh	0.0	5.9	28.7	0.0	0.0	6.1	0.0	46.3
Incr Delay (d2), s/veh	0.0	13.8	1.6	0.0	0.0	2.0	0.0	1.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	19.7	30.3	0.0	0.0	8.1	0.0	47.5
1st-Term Q (Q1), veh/ln	0.0	2.8	2.9	0.0	0.0	1.7	0.0	2.9
2nd-Term Q (Q2), veh/ln	0.0	2.2	0.1	0.0	0.0	0.4	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.1	3.0	0.0	0.0	2.1	0.0	3.0
%ile Storage Ratio (RQ%)	0.00	0.63	0.01	0.00	0.00	0.02	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	34.8
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	214	387	227	828	1802	0	0	1297	769
Future Volume (veh/h)	0	0	0	214	387	227	828	1802	0	0	1297	769
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1800	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				225	407	239	872	1897	0	0	1365	809
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				208	376	503	829	2328	0	0	1314	1114
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33
Prop Arrive On Green				0.31	0.31	0.31	0.23	0.61	0.00	0.00	0.46	0.46
Unsig. Movement Delay												
Ln Grp Delay, s/veh				103.1	0.0	34.0	81.4	19.4	0.0	0.0	65.0	31.0
Ln Grp LOS				F	A	C	F	B	A	A	F	C
Approach Vol, veh/h					871			2769			2174	
Approach Delay, s/veh					84.1			38.9			52.3	
Approach LOS					F			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		78.0	42.0		32.0	46.0		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		73.5	37.5		27.5	41.5		
Max Allow Headway (MAH), s		5.2	5.0		3.8	4.8		
Max Q Clear (g_c+I1), s		48.4	39.5		29.5	43.5		
Green Ext Time (g_e), s		17.6	0.0		0.0	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	1.00		1.00	0.00		
Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			665		3619	0		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3800	1202			3800		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1610			3220		
Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0
Lane Assignment			L+T		L (Prot)			

Lanes in Grp	0	0	1	0	2	0	0	0
Grp Vol (v), veh/h	0	0	632	0	872	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1867	0	1810	0	0	0
Q Serve Time (g_s), s	0.0	0.0	37.5	0.0	27.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	37.5	0.0	27.5	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	41.5	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.36	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	583	0	829	0	0	0
V/C Ratio (X)	0.00	0.00	1.08	0.00	1.05	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	583	0	829	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.41	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	41.3	0.0	46.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	61.8	0.0	35.1	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	103.1	0.0	81.4	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	17.0	0.0	12.3	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	10.0	0.0	4.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	27.0	0.0	16.3	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.65	0.00	2.72	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	12.2	0.0	10.7	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1897	0	0	0	1365	0	0
Grp Sat Flow (s), veh/h/ln	0	1900	0	0	0	1900	0	0
Q Serve Time (g_s), s	0.0	46.4	0.0	0.0	0.0	41.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	46.4	0.0	0.0	0.0	41.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	2328	0	0	0	1314	0	0
V/C Ratio (X)	0.00	0.82	0.00	0.00	0.00	1.04	0.00	0.00
Avail Cap (c_a), veh/h	0	2328	0	0	0	1314	0	0
Upstream Filter (I)	0.00	0.41	0.00	0.00	0.00	0.77	0.00	0.00
Uniform Delay (d1), s/veh	0.0	18.0	0.0	0.0	0.0	32.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.0	0.0	32.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	19.4	0.0	0.0	0.0	65.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	19.0	0.0	0.0	0.0	17.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	5.9	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	19.4	0.0	0.0	0.0	23.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.89	0.00	0.00	0.00	0.61	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	12.7	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	2	0	0
Grp Vol (v), veh/h	0	0	239	0	0	809	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1610	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	14.4	0.0	0.0	24.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	14.4	0.0	0.0	24.4	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	503	0	0	1114	0	0
V/C Ratio (X)	0.00	0.00	0.47	0.00	0.00	0.73	0.00	0.00
Avail Cap (c_a), veh/h	0	0	503	0	0	1114	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.77	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	33.3	0.0	0.0	27.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.7	0.0	0.0	3.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	34.0	0.0	0.0	31.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	5.6	0.0	0.0	8.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	0.5	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	5.7	0.0	0.0	9.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.14	0.00	0.00	0.24	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	50.7
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	449	85	660	0	0	0	0	1548	509	322	999	0
Future Volume (veh/h)	449	85	660	0	0	0	0	1548	509	322	999	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	473	89	695				0	1629	536	339	1052	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	554	104	581				0	1967	556	358	2076	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	1.00	1.00
Prop Arrive On Green	0.36	0.36	0.36				0.00	0.69	0.69	0.40	0.57	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	52.0	0.0	149.2				0.0	22.9	51.3	46.8	17.9	0.0
Ln Grp LOS	D	A	F				A	C	D	D	B	A
Approach Vol, veh/h		1257						2165			1391	
Approach Delay, s/veh		105.8						29.9			25.0	
Approach LOS		F						C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		12.0		4.0		
Phs Duration (G+Y+Rc), s	32.2	52.8		55.0		85.0		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	30.5	45.5		50.5		80.5		
Max Allow Headway (MAH), s	3.8	4.9		5.5		5.2		
Max Q Clear (g_c+I1), s	27.3	45.2		52.5		26.5		
Green Ext Time (g_e), s	0.3	0.3		0.0		10.2		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data			
Assigned Mvmt	1	5	7
Mvmt Sat Flow, veh/h	1810	0	1535

Through Movement Data			
Assigned Mvmt		2	4	6
Mvmt Sat Flow, veh/h		5700	289	3705

Right-Turn Movement Data			
Assigned Mvmt		12	14	16
Mvmt Sat Flow, veh/h		1610	1610	0

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

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	339	0	0	562	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	0	1823	0	0	0	0
Q Serve Time (g_s), s	25.3	0.0	0.0	39.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	25.3	0.0	0.0	39.9	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	48.3	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.84	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	358	0	0	658	0	0	0	0
V/C Ratio (X)	0.95	0.00	0.00	0.85	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	394	0	0	658	0	0	0	0
Upstream Filter (I)	0.09	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	41.6	0.0	0.0	41.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	5.2	0.0	0.0	10.7	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	46.8	0.0	0.0	52.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	9.6	0.0	0.0	17.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.5	0.0	0.0	1.9	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	10.1	0.0	0.0	19.8	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.69	0.00	0.00	0.59	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	3	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1629	0	0	0	1052	0	0
Grp Sat Flow (s), veh/h/ln	0	1900	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	28.9	0.0	0.0	0.0	24.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	28.9	0.0	0.0	0.0	24.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	1967	0	0	0	2076	0	0
V/C Ratio (X)	0.00	0.83	0.00	0.00	0.00	0.51	0.00	0.00
Avail Cap (c_a), veh/h	0	1967	0	0	0	2076	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.09	0.00	0.00
Uniform Delay (d1), s/veh	0.0	18.7	0.0	0.0	0.0	17.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.2	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.9	0.0	0.0	0.0	17.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.9	0.0	0.0	0.0	10.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	8.7	0.0	0.0	0.0	10.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.16	0.00	0.00	0.00	0.47	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		T+R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	536	0	695	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	0	1610	0	0	0	0
Q Serve Time (g_s), s	0.0	43.2	0.0	50.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	43.2	0.0	50.5	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	556	0	581	0	0	0	0
V/C Ratio (X)	0.00	0.96	0.00	1.20	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	556	0	581	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	20.9	0.0	44.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	30.4	0.0	104.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	51.3	0.0	149.2	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.1	0.0	20.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	4.7	0.0	16.9	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	14.8	0.0	36.8	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.28	0.00	1.09	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	28.5	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		48.3						
HCM 6th LOS		D						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	633	773	247	101	969	531	104	613	76	336	29	214
Future Volume (veh/h)	633	773	247	101	969	531	104	613	76	336	29	214
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	666	814	260	106	1020	559	109	645	80	354	31	225
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	661	1084	346	128	1001	739	134	709	421	354	60	439
HCM Platoon Ratio	2.00	2.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.41	0.79	0.39	0.15	0.53	0.53	0.08	0.19	0.19	0.20	0.30	0.30
Unsig. Movement Delay												
Ln Grp Delay, s/veh	58.3	11.4	22.2	74.0	61.8	23.4	65.7	65.5	35.4	95.8	0.0	38.1
Ln Grp LOS	F	B	C	E	F	C	E	E	D	F	A	D
Approach Vol, veh/h		1740			1685			834			610	
Approach Delay, s/veh		32.5			49.8			62.7			71.6	
Approach LOS		C			D			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	28.0	26.9	13.5	51.6	13.9	41.0	29.0	36.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	23.5	22.4	11.3	44.8	15.4	30.5	24.5	31.6
Max Allow Headway (MAH), s	3.8	5.1	3.8	5.3	3.8	5.5	3.8	4.8
Max Q Clear (g_c+I1), s	25.5	22.0	9.2	28.2	9.5	17.4	26.5	33.6
Green Ext Time (g_e), s	0.0	0.2	0.0	6.8	0.1	1.3	0.0	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.97	1.00	0.97	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.35	0.12	0.00	1.00	1.00

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1810	1714	1714	3238

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3800	2760	199	3800

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1610	881	1442	1610

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

Lanes in Grp	1	0	1	0	1	0	2	0
Grp Vol (v), veh/h	354	0	106	0	109	0	666	0
Grp Sat Flow (s), veh/h/ln	1810	0	1714	0	1714	0	1619	0
Q Serve Time (g_s), s	23.5	0.0	7.2	0.0	7.5	0.0	24.5	0.0
Cycle Q Clear Time (g_c), s	23.5	0.0	7.2	0.0	7.5	0.0	24.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	354	0	128	0	134	0	661	0
V/C Ratio (X)	1.00	0.00	0.83	0.00	0.81	0.00	1.01	0.00
Avail Cap (c_a), veh/h	354	0	161	0	220	0	661	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	0.36	0.00
Uniform Delay (d1), s/veh	48.2	0.0	50.3	0.0	54.5	0.0	35.5	0.0
Incr Delay (d2), s/veh	47.5	0.0	23.7	0.0	11.2	0.0	22.8	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	95.8	0.0	74.0	0.0	65.7	0.0	58.3	0.0
1st-Term Q (Q1), veh/ln	10.5	0.0	2.9	0.0	3.2	0.0	7.8	0.0
2nd-Term Q (Q2), veh/ln	4.7	0.0	0.8	0.0	0.4	0.0	2.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	15.2	0.0	3.7	0.0	3.7	0.0	9.9	0.0
%ile Storage Ratio (RQ%)	1.97	0.00	0.04	0.00	0.32	0.00	0.95	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T				T
Lanes in Grp	0	2	0	1	0	0	0	2
Grp Vol (v), veh/h	0	645	0	560	0	0	0	1020
Grp Sat Flow (s), veh/h/ln	0	1900	0	1900	0	0	0	1900
Q Serve Time (g_s), s	0.0	20.0	0.0	18.5	0.0	0.0	0.0	31.6
Cycle Q Clear Time (g_c), s	0.0	20.0	0.0	18.5	0.0	0.0	0.0	31.6
Lane Grp Cap (c), veh/h	0	709	0	746	0	0	0	1001
V/C Ratio (X)	0.00	0.91	0.00	0.75	0.00	0.00	0.00	1.02
Avail Cap (c_a), veh/h	0	709	0	746	0	0	0	1001
Upstream Filter (I)	0.00	1.00	0.00	0.36	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	47.8	0.0	9.8	0.0	0.0	0.0	28.4
Incr Delay (d2), s/veh	0.0	17.7	0.0	1.6	0.0	0.0	0.0	33.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	65.5	0.0	11.4	0.0	0.0	0.0	61.8
1st-Term Q (Q1), veh/ln	0.0	9.4	0.0	3.8	0.0	0.0	0.0	10.6
2nd-Term Q (Q2), veh/ln	0.0	1.7	0.0	0.3	0.0	0.0	0.0	4.6

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	11.2	0.0	4.2	0.0	0.0	0.0	15.2
%ile Storage Ratio (RQ%)	0.00	0.99	0.00	0.17	0.00	0.00	0.00	0.17
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	80	0	514	0	256	0	559
Grp Sat Flow (s), veh/h/ln	0	1610	0	1741	0	1640	0	1610
Q Serve Time (g_s), s	0.0	4.6	0.0	26.2	0.0	15.4	0.0	31.6
Cycle Q Clear Time (g_c), s	0.0	4.6	0.0	26.2	0.0	15.4	0.0	31.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1610.2	0.0	0.0	0.0	0.0	0.0	1610.2
Prot RT Eff Green (g_R), s	0.0	9.0	0.0	0.0	0.0	0.0	0.0	23.5
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.51	0.00	0.88	0.00	1.00
Lane Grp Cap (c), veh/h	0	421	0	684	0	499	0	739
V/C Ratio (X)	0.00	0.19	0.00	0.75	0.00	0.51	0.00	0.76
Avail Cap (c_a), veh/h	0	421	0	684	0	499	0	739
Upstream Filter (I)	0.00	1.00	0.00	0.36	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	34.4	0.0	20.5	0.0	34.4	0.0	19.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	1.7	0.0	3.7	0.0	4.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	35.4	0.0	22.2	0.0	38.1	0.0	23.4
1st-Term Q (Q1), veh/ln	0.0	1.8	0.0	8.7	0.0	6.2	0.0	10.6
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.3	0.0	0.5	0.0	0.9
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.9	0.0	9.0	0.0	6.7	0.0	11.5
%ile Storage Ratio (RQ%)	0.00	0.69	0.00	0.37	0.00	0.86	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	48.6
HCM 6th LOS	D

HCM 6th Signalized Intersection Capacity Analysis
1: California Street & I-10 WB Ramps

01/30/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	370	4	210	643	600	0	0	629	811
Future Volume (veh/h)	0	0	0	370	4	210	643	600	0	0	629	811
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1800	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				389	4	221	677	632	0	0	662	854
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				433	4	389	738	2498	0	0	2326	722
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Prop Arrive On Green				0.24	0.24	0.24	0.42	1.00	0.00	0.00	0.90	0.45
Unsig. Movement Delay												
Ln Grp Delay, s/veh				62.9	0.0	41.5	38.4	0.1	0.0	0.0	3.8	129.1
Ln Grp LOS				E	A	D	D	A	A	A	A	F
Approach Vol, veh/h					614			1309			1516	
Approach Delay, s/veh					55.2			19.9			74.4	
Approach LOS					E			B			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		87.0	33.0		29.2	57.8		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		79.9	31.1		26.9	48.5		
Max Allow Headway (MAH), s		5.2	4.9		3.8	4.5		
Max Q Clear (g_c+I1), s		2.0	27.2		23.8	55.8		
Green Ext Time (g_e), s		5.1	1.2		0.9	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	1.00		1.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			1792		3510	0		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3705	18			5358		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1610			1610		

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

Lanes in Grp	0	0	1	0	2	0	0	0
Grp Vol (v), veh/h	0	0	393	0	677	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1810	0	1755	0	0	0
Q Serve Time (g_s), s	0.0	0.0	25.2	0.0	21.8	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	25.2	0.0	21.8	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	53.8	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.99	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	437	0	738	0	0	0
V/C Ratio (X)	0.00	0.00	0.90	0.00	0.92	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	477	0	802	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.25	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	44.1	0.0	33.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	18.8	0.0	4.6	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	62.9	0.0	38.4	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	11.2	0.0	7.5	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	2.3	0.0	0.5	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	13.5	0.0	7.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.28	0.00	0.74	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	3	0	0
Grp Vol (v), veh/h	0	632	0	0	0	662	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1729	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	2498	0	0	0	2326	0	0
V/C Ratio (X)	0.00	0.25	0.00	0.00	0.00	0.28	0.00	0.00
Avail Cap (c_a), veh/h	0	2498	0	0	0	2326	0	0
Upstream Filter (I)	0.00	0.25	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	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
Control Delay (d), s/veh	0.0	0.1	0.0	0.0	0.0	3.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	221	0	0	854	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1610	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	14.5	0.0	0.0	53.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	14.5	0.0	0.0	53.8	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	389	0	0	722	0	0
V/C Ratio (X)	0.00	0.00	0.57	0.00	0.00	1.18	0.00	0.00
Avail Cap (c_a), veh/h	0	0	424	0	0	722	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	40.0	0.0	0.0	33.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.5	0.0	0.0	96.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	41.5	0.0	0.0	129.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	5.7	0.0	0.0	20.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.2	0.0	0.0	19.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	5.9	0.0	0.0	39.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.12	0.00	0.00	0.85	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	33.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	50.2
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	634	9	559	0	0	0	0	762	352	107	665	0
Future Volume (veh/h)	634	9	559	0	0	0	0	762	352	107	665	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	667	9	588				0	802	371	113	700	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	619	8	545				0	865	268	170	896	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Prop Arrive On Green	0.69	0.69	0.68				0.00	0.33	0.33	0.10	0.50	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	69.1	0.0	0.0				0.0	56.7	233.7	62.5	34.0	0.0
Ln Grp LOS	F	A	A				A	E	F	E	C	A
Approach Vol, veh/h		1264						1173			813	
Approach Delay, s/veh		69.1						112.7			38.0	
Approach LOS		E						F			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		12.0		4.0		
Phs Duration (G+Y+Rc), s	9.8	24.0		86.2		33.8		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	5.3	19.5		81.7		29.3		
Max Allow Headway (MAH), s	3.7	4.6		5.4		4.9		
Max Q Clear (g_c+I1), s	5.7	22.0		84.2		21.1		
Green Ext Time (g_e), s	0.0	0.0		0.0		2.7		
Prob of Phs Call (p_c)	0.98	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	3510	0		903				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5358		12		3705		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1610		796		0		

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

Lanes in Grp	2	0	0	1	0	0	0	0
Grp Vol (v), veh/h	113	0	0	1264	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1755	0	0	1712	0	0	0	0
Q Serve Time (g_s), s	3.7	0.0	0.0	82.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	3.7	0.0	0.0	82.2	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.53	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	170	0	0	1172	0	0	0	0
V/C Ratio (X)	0.67	0.00	0.00	1.08	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	170	0	0	1172	0	0	0	0
Upstream Filter (I)	0.97	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	53.3	0.0	0.0	19.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	9.2	0.0	0.0	50.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	62.5	0.0	0.0	69.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.6	0.0	0.0	28.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.0	16.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.8	0.0	0.0	44.8	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.17	0.00	0.00	0.77	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	22.9	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	3	0	0	0	2	0	0
Grp Vol (v), veh/h	0	802	0	0	0	700	0	0
Grp Sat Flow (s), veh/h/ln	0	1729	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	17.9	0.0	0.0	0.0	19.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	17.9	0.0	0.0	0.0	19.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	865	0	0	0	896	0	0
V/C Ratio (X)	0.00	0.93	0.00	0.00	0.00	0.78	0.00	0.00
Avail Cap (c_a), veh/h	0	865	0	0	0	896	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.97	0.00	0.00
Uniform Delay (d1), s/veh	0.0	39.3	0.0	0.0	0.0	27.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	17.4	0.0	0.0	0.0	6.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	56.7	0.0	0.0	0.0	34.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.9	0.0	0.0	0.0	5.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.4	0.0	0.0	0.0	0.8	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	7.3	0.0	0.0	0.0	6.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.24	0.00	0.00	0.00	0.62	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	371	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.47	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	268	0	0	0	0	0	0
V/C Ratio (X)	0.00	1.38	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	268	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	193.7	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	233.7	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	14.4	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	20.5	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.66	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	25.7	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		77.0						
HCM 6th LOS		E						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	754	143	469	809	165	113	393	478	226	505	82
Future Volume (veh/h)	64	754	143	469	809	165	113	393	478	226	505	82
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	67	794	151	494	852	174	119	414	503	238	532	86
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	93	770	146	492	1456	297	143	637	277	247	713	115
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.05	0.25	0.25	0.38	0.65	0.64	0.11	0.23	0.17	0.14	0.23	0.22
Unsig. Movement Delay												
Ln Grp Delay, s/veh	61.3	91.1	91.3	71.2	13.8	13.9	78.4	43.8	426.8	94.5	50.9	51.2
Ln Grp LOS	E	F	F	F	B	B	E	D	F	F	D	D
Approach Vol, veh/h		1012			1520			1036			856	
Approach Delay, s/veh		89.2			32.5			233.8			63.1	
Approach LOS		F			C			F			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	19.0	23.4	35.6	32.0	13.2	29.2	10.0	57.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	14.5	18.9	31.1	27.5	8.7	24.7	9.5	49.1
Max Allow Headway (MAH), s	3.8	4.6	3.8	5.3	3.8	5.3	3.8	5.3
Max Q Clear (g_c+I1), s	16.4	20.9	33.6	30.0	9.5	19.6	6.2	19.8
Green Ext Time (g_e), s	0.0	0.0	0.0	0.0	0.0	1.7	0.0	8.0
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.97	1.00	0.87	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.09

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1810	1714	1714	1714

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3610	3026	3113	2986

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1610	575	501	610

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	238	0	494	0	119	0	67	0
Grp Sat Flow (s), veh/h/ln	1810	0	1714	0	1714	0	1714	0
Q Serve Time (g_s), s	14.4	0.0	31.6	0.0	7.5	0.0	4.2	0.0
Cycle Q Clear Time (g_c), s	14.4	0.0	31.6	0.0	7.5	0.0	4.2	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	247	0	492	0	143	0	93	0
V/C Ratio (X)	0.96	0.00	1.00	0.00	0.83	0.00	0.72	0.00
Avail Cap (c_a), veh/h	247	0	492	0	143	0	156	0
Upstream Filter (I)	1.00	0.00	0.81	0.00	0.94	0.00	1.00	0.00
Uniform Delay (d1), s/veh	47.2	0.0	34.0	0.0	48.1	0.0	51.2	0.0
Incr Delay (d2), s/veh	47.3	0.0	37.3	0.0	30.3	0.0	10.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	94.5	0.0	71.2	0.0	78.4	0.0	61.3	0.0
1st-Term Q (Q1), veh/ln	6.4	0.0	12.0	0.0	3.1	0.0	1.8	0.0
2nd-Term Q (Q2), veh/ln	3.2	0.0	5.1	0.0	1.2	0.0	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	9.7	0.0	17.1	0.0	4.3	0.0	2.1	0.0
%ile Storage Ratio (RQ%)	0.15	0.00	0.16	0.00	0.22	0.00	0.03	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	1	0	1
Grp Vol (v), veh/h	0	414	0	474	0	308	0	515
Grp Sat Flow (s), veh/h/ln	0	1805	0	1805	0	1805	0	1805
Q Serve Time (g_s), s	0.0	11.4	0.0	28.0	0.0	17.4	0.0	17.8
Cycle Q Clear Time (g_c), s	0.0	11.4	0.0	28.0	0.0	17.4	0.0	17.8
Lane Grp Cap (c), veh/h	0	637	0	459	0	414	0	880
V/C Ratio (X)	0.00	0.65	0.00	1.03	0.00	0.74	0.00	0.59
Avail Cap (c_a), veh/h	0	637	0	459	0	414	0	880
Upstream Filter (I)	0.00	0.94	0.00	1.00	0.00	1.00	0.00	0.81
Uniform Delay (d1), s/veh	0.0	39.0	0.0	41.0	0.0	39.4	0.0	13.0
Incr Delay (d2), s/veh	0.0	4.8	0.0	50.1	0.0	11.5	0.0	0.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	43.8	0.0	91.1	0.0	50.9	0.0	13.8
1st-Term Q (Q1), veh/ln	0.0	4.8	0.0	12.3	0.0	7.7	0.0	5.7
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	6.4	0.0	1.3	0.0	0.2

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.2	0.0	18.6	0.0	9.0	0.0	5.9
%ile Storage Ratio (RQ%)	0.00	0.26	0.00	0.25	0.00	0.14	0.00	0.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	503	0	471	0	310	0	511
Grp Sat Flow (s), veh/h/ln	0	1610	0	1796	0	1810	0	1790
Q Serve Time (g_s), s	0.0	18.9	0.0	28.0	0.0	17.6	0.0	17.8
Cycle Q Clear Time (g_c), s	0.0	18.9	0.0	28.0	0.0	17.6	0.0	17.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.32	0.00	0.28	0.00	0.34
Lane Grp Cap (c), veh/h	0	277	0	457	0	415	0	873
V/C Ratio (X)	0.00	1.82	0.00	1.03	0.00	0.75	0.00	0.59
Avail Cap (c_a), veh/h	0	277	0	457	0	415	0	873
Upstream Filter (I)	0.00	0.94	0.00	1.00	0.00	1.00	0.00	0.81
Uniform Delay (d1), s/veh	0.0	45.5	0.0	41.1	0.0	39.5	0.0	13.1
Incr Delay (d2), s/veh	0.0	381.3	0.0	50.2	0.0	11.7	0.0	0.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	426.8	0.0	91.3	0.0	51.2	0.0	13.9
1st-Term Q (Q1), veh/ln	0.0	7.5	0.0	12.2	0.0	7.8	0.0	5.7
2nd-Term Q (Q2), veh/ln	0.0	29.3	0.0	6.4	0.0	1.3	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	36.8	0.0	18.6	0.0	9.1	0.0	5.9
%ile Storage Ratio (RQ%)	0.00	1.85	0.00	0.25	0.00	0.14	0.00	0.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	56.6	0.0	3.5	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.5	0.0	0.3	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	98.5
HCM 6th LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	3	327	50	50	423	198	478	6	19	901	250
Future Volume (veh/h)	150	3	327	50	50	423	198	478	6	19	901	250
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	158	3	0	53	53	445	208	503	6	20	948	263
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	209	604		211	193	303	250	1905	23	50	1127	312
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.32	0.00	0.21	0.21	0.20	0.15	0.52	0.52	0.03	0.40	0.40
Unsig. Movement Delay												
Ln Grp Delay, s/veh	55.7	21.0	0.0	30.4	0.0	264.4	56.3	12.6	12.6	45.0	28.9	29.3
Ln Grp LOS	E	C		C	A	F	E	B	B	D	C	C
Approach Vol, veh/h		161			551			717			1231	
Approach Delay, s/veh		55.0			219.4			25.3			29.3	
Approach LOS		E			F			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Case No	2.0	4.0		3.0	2.0	4.0	2.0	8.3
Phs Duration (G+Y+Rc), s	6.5	50.9		32.6	17.1	40.3	10.0	22.6
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.0	43.4		28.1	13.5	34.9	5.5	18.1
Max Allow Headway (MAH), s	3.8	5.2		5.2	3.8	5.3	3.8	5.5
Max Q Clear (g_c+I1), s	3.0	8.9		2.1	12.6	29.7	6.4	20.6
Green Ext Time (g_e), s	0.0	3.3		0.0	0.1	3.3	0.0	0.0
Prob of Phs Call (p_c)	0.39	1.00		1.00	0.99	1.00	0.98	1.00
Prob of Max Out (p_x)	1.00	0.00		0.00	1.00	0.00	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1				5		7	3
Mvmt Sat Flow, veh/h	1810				1714		3141	730

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3654		1900		2793		934

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		44		1610		773		1465

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

Lanes in Grp	1	0	0	0	1	0	2	1
Grp Vol (v), veh/h	20	0	0	0	208	0	158	106
Grp Sat Flow (s), veh/h/ln	1810	0	0	0	1714	0	1570	1664
Q Serve Time (g_s), s	1.0	0.0	0.0	0.0	10.6	0.0	4.4	2.6
Cycle Q Clear Time (g_c), s	1.0	0.0	0.0	0.0	10.6	0.0	4.4	4.6
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	1436
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.6
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.6
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	0.50
Lane Grp Cap (c), veh/h	50	0	0	0	250	0	209	404
V/C Ratio (X)	0.40	0.00	0.00	0.00	0.83	0.00	0.75	0.26
Avail Cap (c_a), veh/h	111	0	0	0	267	0	209	404
Upstream Filter (I)	0.38	0.00	0.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d1), s/veh	43.0	0.0	0.0	0.0	37.4	0.0	41.3	30.1
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.0	18.9	0.0	14.4	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	45.0	0.0	0.0	0.0	56.3	0.0	55.7	30.4
1st-Term Q (Q1), veh/ln	0.4	0.0	0.0	0.0	4.4	0.0	1.7	1.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	1.3	0.0	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.5	0.0	0.0	0.0	5.7	0.0	2.1	1.9
%ile Storage Ratio (RQ%)	0.02	0.00	0.00	0.00	0.02	0.00	0.05	0.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	248	0	3	0	612	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	1805	0	0
Q Serve Time (g_s), s	0.0	6.9	0.0	0.1	0.0	27.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	6.9	0.0	0.1	0.0	27.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	941	0	604	0	728	0	0
V/C Ratio (X)	0.00	0.26	0.00	0.00	0.00	0.84	0.00	0.00
Avail Cap (c_a), veh/h	0	941	0	604	0	728	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.38	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.9	0.0	21.0	0.0	24.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	4.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.6	0.0	21.0	0.0	28.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.6	0.0	0.0	0.0	11.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.9	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.8	0.0	0.0	0.0	12.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.61	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	261	0	0	0	599	0	445
Grp Sat Flow (s), veh/h/ln	0	1892	0	1610	0	1761	0	1465
Q Serve Time (g_s), s	0.0	6.9	0.0	0.0	0.0	27.7	0.0	18.6
Cycle Q Clear Time (g_c), s	0.0	6.9	0.0	0.0	0.0	27.7	0.0	18.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.02	0.00	1.00	0.00	0.44	0.00	1.00
Lane Grp Cap (c), veh/h	0	987	0	512	0	710	0	303
V/C Ratio (X)	0.00	0.26	0.00	0.00	0.00	0.84	0.00	1.47
Avail Cap (c_a), veh/h	0	987	0	512	0	710	0	303
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.38	0.00	1.00
Uniform Delay (d1), s/veh	0.0	12.0	0.0	0.0	0.0	24.4	0.0	36.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	4.9	0.0	228.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.6	0.0	0.0	0.0	29.3	0.0	264.4
1st-Term Q (Q1), veh/ln	0.0	2.7	0.0	0.0	0.0	11.0	0.0	6.5
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	1.0	0.0	19.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.9	0.0	0.0	0.0	11.9	0.0	25.7
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.60	0.00	0.75
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.5
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	69.2
HCM 6th LOS	E

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	0	5	35	0	37	13	597	29	44	1084	17
Future Volume (veh/h)	6	0	5	35	0	37	13	597	29	44	1084	17
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	0	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	0	5	37	0	39	14	628	31	46	1141	18
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	46	0	0	58	0	0	44	1430	1254	67	1584	25
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Prop Arrive On Green	0.02	0.00	0.01	0.03	0.00	0.00	1.00	1.00	1.00	0.04	0.85	0.85
Unsig. Movement Delay												
Ln Grp Delay, s/veh	60.8	0.0	0.0	68.5	0.0	0.0	0.9	0.0	0.0	68.6	0.0	6.3
Ln Grp LOS	E	A	A	E	A	A	A	A	A	E	A	A
Approach Vol, veh/h		11			37			673			1205	
Approach Delay, s/veh		60.8			68.5			0.9			8.7	
Approach LOS		E			E			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6		
Case No	2.0	7.3	2.0	8.3		4.0		
Phs Duration (G+Y+Rc), s	8.5	97.5	8.0	6.0		105.9		
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5		
Max Green (Gmax), s	15.1	30.7	28.1	28.1		50.3		
Max Allow Headway (MAH), s	3.8	5.3	3.8	5.4		5.2		
Max Q Clear (g_c+I1), s	5.0	2.0	4.6	2.1		30.5		
Green Ext Time (g_e), s	0.0	5.2	0.1	0.0		10.6		
Prob of Phs Call (p_c)	0.78	1.00	0.71	0.31		1.00		
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00		0.00		

Left-Turn Movement Data				
Assigned Mvmt	1	5	3	7
Mvmt Sat Flow, veh/h	1810	17	1714	0

Through Movement Data			
Assigned Mvmt	2	4	6
Mvmt Sat Flow, veh/h	1836	0	1865

Right-Turn Movement Data			
Assigned Mvmt	12	14	16
Mvmt Sat Flow, veh/h	1610	0	29

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

Lanes in Grp	1	1	1	1	0	0	0	0
Grp Vol (v), veh/h	46	642	37	11	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	1853	1714	0	0	0	0	0
Q Serve Time (g_s), s	3.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	3.0	0.0	2.6	0.1	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	492	0	1390	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	93.5	0.0	0.1	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	73.4	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	53.8	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.02	1.00	0.55	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	67	1473	58	46	0	0	0	0
V/C Ratio (X)	0.68	0.44	0.64	0.24	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	235	1473	409	374	0	0	0	0
Upstream Filter (I)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	57.1	0.0	57.3	58.2	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	11.5	0.9	11.2	2.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	68.6	0.9	68.5	60.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.4	0.0	1.1	0.3	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.4	0.2	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.6	0.4	1.3	0.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.16	0.02	0.02	0.02	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	31	0	0	0	1159	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	0	0	0	1895	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	28.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	28.5	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.45	0.00	0.02	0.00	0.00
Lane Grp Cap (c), veh/h	0	1254	0	0	0	1609	0	0
V/C Ratio (X)	0.00	0.02	0.00	0.00	0.00	0.72	0.00	0.00
Avail Cap (c_a), veh/h	0	1254	0	0	0	1609	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	6.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	7.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.77	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	7.4
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	10	22	20	11	8	75	644	28	14	943	128
Future Volume (veh/h)	32	10	22	20	11	8	75	644	28	14	943	128
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	11	23	21	12	8	79	678	29	15	993	135
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	112	30	69	106	58	40	108	1490	64	37	1279	174
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Prop Arrive On Green	0.06	0.06	0.05	0.06	0.06	0.05	0.06	0.82	0.82	0.04	1.00	1.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	57.1	0.0	57.0	56.7	0.0	55.3	64.0	0.0	3.9	63.7	0.0	4.1
Ln Grp LOS	E	A	E	E	A	E	E	A	A	E	A	A
Approach Vol, veh/h		68			41			786			1143	
Approach Delay, s/veh		57.0			56.1			9.9			4.9	
Approach LOS		E			E			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	2.0	4.0		8.0	2.0	4.0		8.0
Phs Duration (G+Y+Rc), s	6.5	102.8		10.7	11.5	97.8		10.7
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green (Gmax), s	27.0	39.5		40.0	27.0	39.5		40.0
Max Allow Headway (MAH), s	3.8	5.2		5.4	3.8	5.3		5.3
Max Q Clear (g_c+I1), s	3.0	14.7		6.0	7.4	2.0		5.7
Green Ext Time (g_e), s	0.0	5.4		0.3	0.2	14.0		0.2
Prob of Phs Call (p_c)	0.39	1.00		0.97	0.93	1.00		0.97
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1810			1009	1714			877

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1809		545		1637		1037

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		77		1247		223		727

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

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	15	0	0	40	79	0	0	23
Grp Sat Flow (s), veh/h/ln	1810	0	0	1296	1714	0	0	1042
Q Serve Time (g_s), s	1.0	0.0	0.0	2.7	5.4	0.0	0.0	1.6
Cycle Q Clear Time (g_c), s	1.0	0.0	0.0	4.0	5.4	0.0	0.0	3.7
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1414	0	0	0	1396
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	6.7	0.0	0.0	0.0	6.7
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	5.4	0.0	0.0	0.0	4.6
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	2.7	0.0	0.0	0.0	1.6
Time to First Blk (g_f), s	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.2
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.2
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.84	1.00	0.00	0.00	0.90
Lane Grp Cap (c), veh/h	37	0	0	128	108	0	0	115
V/C Ratio (X)	0.40	0.00	0.00	0.32	0.73	0.00	0.00	0.20
Avail Cap (c_a), veh/h	415	0	0	543	393	0	0	519
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.95	0.00	0.00	1.00
Uniform Delay (d1), s/veh	56.8	0.0	0.0	55.7	55.2	0.0	0.0	55.9
Incr Delay (d2), s/veh	6.9	0.0	0.0	1.4	8.8	0.0	0.0	0.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	63.7	0.0	0.0	57.1	64.0	0.0	0.0	56.7
1st-Term Q (Q1), veh/ln	0.4	0.0	0.0	1.2	2.3	0.0	0.0	0.7
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.5	0.0	0.0	1.2	2.6	0.0	0.0	0.7
%ile Storage Ratio (RQ%)	0.06	0.00	0.00	0.14	0.03	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	707	0	28	0	1128	0	18
Grp Sat Flow (s), veh/h/ln	0	1886	0	1505	0	1860	0	1598
Q Serve Time (g_s), s	0.0	12.7	0.0	2.1	0.0	0.0	0.0	1.3
Cycle Q Clear Time (g_c), s	0.0	12.7	0.0	2.1	0.0	0.0	0.0	1.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.04	0.00	0.83	0.00	0.12	0.00	0.45
Lane Grp Cap (c), veh/h	0	1554	0	84	0	1453	0	89
V/C Ratio (X)	0.00	0.46	0.00	0.33	0.00	0.78	0.00	0.20
Avail Cap (c_a), veh/h	0	1554	0	508	0	1453	0	539
Upstream Filter (I)	0.00	0.95	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	3.0	0.0	54.7	0.0	0.0	0.0	54.2
Incr Delay (d2), s/veh	0.0	0.9	0.0	2.3	0.0	4.1	0.0	1.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.9	0.0	57.0	0.0	4.1	0.0	55.3
1st-Term Q (Q1), veh/ln	0.0	3.4	0.0	0.8	0.0	0.0	0.0	0.5
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.1	0.0	1.7	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.8	0.0	0.9	0.0	1.7	0.0	0.5
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.10	0.00	0.19	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	212	45	218	482	165	187	342	154	139	645	112
Future Volume (veh/h)	79	212	45	218	482	165	187	342	154	139	645	112
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900	1700	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	83	223	47	229	507	174	197	360	0	146	679	118
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	117	976	303	247	717	320	245	1430		197	1113	193
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.19	0.19	0.08	0.20	0.20	0.14	0.40	0.00	0.11	0.36	0.35
Unsig. Movement Delay												
Ln Grp Delay, s/veh	45.7	24.2	24.0	51.0	26.7	25.7	44.6	14.5	0.0	34.6	20.6	20.7
Ln Grp LOS	D	C	C	D	C	C	D	B		C	C	C
Approach Vol, veh/h		353			910			557			943	
Approach Delay, s/veh		29.2			32.6			25.2			22.8	
Approach LOS		C			C			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	11.6	31.7	9.5	17.2	14.0	29.3	8.8	17.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	9.5	19.5	5.0	18.0	9.5	19.5	5.0	18.0
Max Allow Headway (MAH), s	3.8	5.2	3.8	5.0	3.8	5.3	3.8	4.9
Max Q Clear (g_c+I1), s	7.5	6.7	7.1	4.6	9.8	14.7	5.3	11.2
Green Ext Time (g_e), s	0.1	1.8	0.0	1.3	0.0	2.1	0.0	2.2
Prob of Phs Call (p_c)	0.94	1.00	0.99	1.00	0.98	1.00	0.80	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.02	1.00	0.00	1.00	0.65

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1810	3141	1714	1714

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3610	5187	3075	3610

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1610	1610	534	1610

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

Lanes in Grp	1	0	2	0	1	0	1	0
Grp Vol (v), veh/h	146	0	229	0	197	0	83	0
Grp Sat Flow (s), veh/h/ln	1810	0	1570	0	1714	0	1714	0
Q Serve Time (g_s), s	5.5	0.0	5.1	0.0	7.8	0.0	3.3	0.0
Cycle Q Clear Time (g_c), s	5.5	0.0	5.1	0.0	7.8	0.0	3.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	197	0	247	0	245	0	117	0
V/C Ratio (X)	0.74	0.00	0.93	0.00	0.80	0.00	0.71	0.00
Avail Cap (c_a), veh/h	259	0	247	0	245	0	135	0
Upstream Filter (I)	0.54	0.00	0.36	0.00	0.87	0.00	1.00	0.00
Uniform Delay (d1), s/veh	30.3	0.0	32.1	0.0	29.1	0.0	31.9	0.0
Incr Delay (d2), s/veh	4.4	0.0	18.9	0.0	15.5	0.0	13.7	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	34.6	0.0	51.0	0.0	44.6	0.0	45.7	0.0
1st-Term Q (Q1), veh/ln	2.3	0.0	1.9	0.0	3.1	0.0	1.3	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.6	0.0	1.1	0.0	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.5	0.0	2.5	0.0	4.1	0.0	1.8	0.0
%ile Storage Ratio (RQ%)	0.24	0.00	0.25	0.00	0.61	0.00	0.44	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	3	0	1	0	2
Grp Vol (v), veh/h	0	360	0	223	0	398	0	507
Grp Sat Flow (s), veh/h/ln	0	1805	0	1729	0	1805	0	1805
Q Serve Time (g_s), s	0.0	4.7	0.0	2.6	0.0	12.6	0.0	9.2
Cycle Q Clear Time (g_c), s	0.0	4.7	0.0	2.6	0.0	12.6	0.0	9.2
Lane Grp Cap (c), veh/h	0	1430	0	976	0	653	0	717
V/C Ratio (X)	0.00	0.25	0.00	0.23	0.00	0.61	0.00	0.71
Avail Cap (c_a), veh/h	0	1430	0	1371	0	653	0	954
Upstream Filter (I)	0.00	0.87	0.00	1.00	0.00	0.54	0.00	0.36
Uniform Delay (d1), s/veh	0.0	14.2	0.0	24.1	0.0	18.3	0.0	26.1
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.1	0.0	2.3	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.5	0.0	24.2	0.0	20.6	0.0	26.7
1st-Term Q (Q1), veh/ln	0.0	1.8	0.0	1.0	0.0	4.9	0.0	3.7
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.4	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.8	0.0	1.0	0.0	5.3	0.0	3.8
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.00	0.05	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	47	0	399	0	174
Grp Sat Flow (s), veh/h/ln	0	1610	0	1610	0	1804	0	1610
Q Serve Time (g_s), s	0.0	0.0	0.0	1.7	0.0	12.7	0.0	6.8
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	1.7	0.0	12.7	0.0	6.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.30	0.00	1.00
Lane Grp Cap (c), veh/h	0	638	0	303	0	653	0	320
V/C Ratio (X)	0.00	0.00	0.00	0.16	0.00	0.61	0.00	0.54
Avail Cap (c_a), veh/h	0	638	0	426	0	653	0	426
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.54	0.00	0.36
Uniform Delay (d1), s/veh	0.0	0.0	0.0	23.8	0.0	18.4	0.0	25.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	2.3	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	24.0	0.0	20.7	0.0	25.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.6	0.0	4.9	0.0	2.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.6	0.0	5.3	0.0	2.5
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	27.3
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	88	57	391	559	101	132	599	206	85	588	182
Future Volume (veh/h)	87	88	57	391	559	101	132	599	206	85	588	182
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900	1700	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	92	93	60	412	588	106	139	631	217	89	619	192
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	128	347	207	503	749	135	183	1434	640	126	1422	432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.16	0.15	0.16	0.25	0.24	0.11	0.40	0.40	0.07	0.36	0.35
Unsig. Movement Delay												
Ln Grp Delay, s/veh	41.9	28.1	28.5	40.8	32.4	32.7	44.4	17.3	17.0	41.0	18.9	19.9
Ln Grp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		245			1106			987			900	
Approach Delay, s/veh		33.4			35.6			21.1			21.4	
Approach LOS		C			D			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	9.2	33.8	16.0	16.0	12.0	31.0	9.6	22.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.9	21.6	11.5	18.0	8.5	19.0	7.4	22.1
Max Allow Headway (MAH), s	3.8	4.9	3.8	5.4	3.8	5.3	3.8	5.3
Max Q Clear (g_c+I1), s	5.6	11.6	11.5	5.1	7.9	11.2	5.9	15.5
Green Ext Time (g_e), s	0.0	3.6	0.0	0.6	0.0	3.2	0.0	2.3
Prob of Phs Call (p_c)	0.84	1.00	1.00	1.00	0.94	1.00	0.85	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.01	1.00	0.00	1.00	0.80

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1810	3141	1714	1714

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3610	2172	3943	3056

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1610	1299	1199	550

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

Lanes in Grp	1	0	2	0	1	0	1	0
Grp Vol (v), veh/h	89	0	412	0	139	0	92	0
Grp Sat Flow (s), veh/h/ln	1810	0	1570	0	1714	0	1714	0
Q Serve Time (g_s), s	3.6	0.0	9.5	0.0	5.9	0.0	3.9	0.0
Cycle Q Clear Time (g_c), s	3.6	0.0	9.5	0.0	5.9	0.0	3.9	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	126	0	503	0	183	0	128	0
V/C Ratio (X)	0.70	0.00	0.82	0.00	0.76	0.00	0.72	0.00
Avail Cap (c_a), veh/h	154	0	503	0	206	0	181	0
Upstream Filter (I)	0.63	0.00	1.00	0.00	0.85	0.00	1.00	0.00
Uniform Delay (d1), s/veh	34.1	0.0	30.5	0.0	32.6	0.0	33.9	0.0
Incr Delay (d2), s/veh	6.8	0.0	10.4	0.0	11.8	0.0	7.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	41.0	0.0	40.8	0.0	44.4	0.0	41.9	0.0
1st-Term Q (Q1), veh/ln	1.5	0.0	3.5	0.0	2.4	0.0	1.6	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.7	0.0	0.6	0.0	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	1.8	0.0	4.2	0.0	3.0	0.0	1.9	0.0
%ile Storage Ratio (RQ%)	0.25	0.00	0.03	0.00	0.37	0.00	0.21	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	2	0	1
Grp Vol (v), veh/h	0	631	0	76	0	541	0	347
Grp Sat Flow (s), veh/h/ln	0	1805	0	1805	0	1729	0	1805
Q Serve Time (g_s), s	0.0	9.6	0.0	2.8	0.0	8.9	0.0	13.5
Cycle Q Clear Time (g_c), s	0.0	9.6	0.0	2.8	0.0	8.9	0.0	13.5
Lane Grp Cap (c), veh/h	0	1434	0	288	0	1247	0	442
V/C Ratio (X)	0.00	0.44	0.00	0.26	0.00	0.43	0.00	0.78
Avail Cap (c_a), veh/h	0	1434	0	445	0	1247	0	544
Upstream Filter (I)	0.00	0.85	0.00	1.00	0.00	0.63	0.00	1.00
Uniform Delay (d1), s/veh	0.0	16.5	0.0	27.7	0.0	18.2	0.0	26.4
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.5	0.0	0.7	0.0	6.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.3	0.0	28.1	0.0	18.9	0.0	32.4
1st-Term Q (Q1), veh/ln	0.0	3.7	0.0	1.2	0.0	3.3	0.0	5.5
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.7

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.9	0.0	1.2	0.0	3.5	0.0	6.3
%ile Storage Ratio (RQ%)	0.00	0.10	0.00	0.01	0.00	0.03	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	217	0	77	0	270	0	347
Grp Sat Flow (s), veh/h/ln	0	1610	0	1666	0	1684	0	1801
Q Serve Time (g_s), s	0.0	7.0	0.0	3.1	0.0	9.2	0.0	13.5
Cycle Q Clear Time (g_c), s	0.0	7.0	0.0	3.1	0.0	9.2	0.0	13.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.78	0.00	0.71	0.00	0.31
Lane Grp Cap (c), veh/h	0	640	0	266	0	607	0	441
V/C Ratio (X)	0.00	0.34	0.00	0.29	0.00	0.44	0.00	0.79
Avail Cap (c_a), veh/h	0	640	0	411	0	607	0	543
Upstream Filter (I)	0.00	0.85	0.00	1.00	0.00	0.63	0.00	1.00
Uniform Delay (d1), s/veh	0.0	15.7	0.0	27.9	0.0	18.4	0.0	26.6
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.6	0.0	1.5	0.0	6.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.0	0.0	28.5	0.0	19.9	0.0	32.7
1st-Term Q (Q1), veh/ln	0.0	2.4	0.0	1.2	0.0	3.4	0.0	5.5
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.3	0.0	0.8
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.6	0.0	1.2	0.0	3.6	0.0	6.3
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.01	0.00	0.04	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	27.1
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	327	388	413	631	900	0	0	1039	564
Future Volume (veh/h)	0	0	0	327	388	413	631	900	0	0	1039	564
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1800	1900	1900	1800	1900	0	0	1900	1900
Adj Flow Rate, veh/h				344	408	435	664	947	0	0	1094	594
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				281	333	533	527	2194	0	0	972	434
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Prop Arrive On Green				0.33	0.33	0.33	0.62	1.00	0.00	0.00	0.54	0.27
Unsig. Movement Delay												
Ln Grp Delay, s/veh				158.3	0.0	49.5	147.8	0.2	0.0	0.0	97.0	224.9
Ln Grp LOS				F	A	D	F	A	A	A	F	F
Approach Vol, veh/h					1187			1611			1688	
Approach Delay, s/veh					118.4			61.1			142.0	
Approach LOS					F			E			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		83.0	47.0		44.0	39.0		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		78.5	42.5		39.5	34.5		
Max Allow Headway (MAH), s		5.2	4.9		3.8	4.8		
Max Q Clear (g_c+I1), s		2.0	45.0		42.0	37.0		
Green Ext Time (g_e), s		8.8	0.0		0.0	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	1.00		1.00	0.00		
Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			850		1714	0		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3705	1008			3705		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1610			1610		
Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0
Lane Assignment			L+T		L (Prot)			

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	752	0	664	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1858	0	1714	0	0	0
Q Serve Time (g_s), s	0.0	0.0	43.0	0.0	40.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	43.0	0.0	40.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	35.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.46	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	614	0	527	0	0	0
V/C Ratio (X)	0.00	0.00	1.22	0.00	1.26	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	614	0	527	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.40	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	43.5	0.0	25.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	114.8	0.0	122.8	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	158.3	0.0	147.8	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	19.5	0.0	11.1	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	19.6	0.0	18.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	39.1	0.0	29.1	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.95	0.00	4.85	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	34.4	0.0	34.1	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	947	0	0	0	1094	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	35.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	35.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2194	0	0	0	972	0	0
V/C Ratio (X)	0.00	0.43	0.00	0.00	0.00	1.13	0.00	0.00
Avail Cap (c_a), veh/h	0	2194	0	0	0	972	0	0
Upstream Filter (I)	0.00	0.40	0.00	0.00	0.00	0.75	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	30.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	67.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.2	0.0	0.0	0.0	97.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	11.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	9.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.0	0.0	20.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.53	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	30.5	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	435	0	0	594	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1610	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	32.2	0.0	0.0	35.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	32.2	0.0	0.0	35.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	533	0	0	434	0	0
V/C Ratio (X)	0.00	0.00	0.82	0.00	0.00	1.37	0.00	0.00
Avail Cap (c_a), veh/h	0	0	533	0	0	434	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.75	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	39.9	0.0	0.0	47.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	9.6	0.0	0.0	177.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	49.5	0.0	0.0	224.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	12.7	0.0	0.0	13.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	1.4	0.0	0.0	21.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	14.1	0.0	0.0	35.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.34	0.00	0.00	0.92	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	40.1	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	106.7
HCM 6th LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	510	17	702	0	0	0	0	1051	184	163	707	0
Future Volume (veh/h)	510	17	702	0	0	0	0	1051	184	163	707	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	537	18	739				0	1106	194	172	744	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	682	23	626				0	1304	582	211	1885	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Prop Arrive On Green	0.39	0.39	0.38				0.00	0.72	0.72	0.23	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	30.2	0.0	124.6				0.0	17.7	10.1	35.8	0.1	0.0
Ln Grp LOS	C	A	F				A	B	B	D	A	A
Approach Vol, veh/h		1294						1300			916	
Approach Delay, s/veh		84.1						16.6			6.8	
Approach LOS		F						B			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		12.0		4.0		
Phs Duration (G+Y+Rc), s	14.5	36.5		39.0		51.0		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	10.5	31.5		34.5		46.5		
Max Allow Headway (MAH), s	3.8	5.1		5.5		5.2		
Max Q Clear (g_c+I1), s	10.1	21.8		37.0		2.0		
Green Ext Time (g_e), s	0.0	5.7		0.0		6.2		
Prob of Phs Call (p_c)	0.99	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	1810	0		1754				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3705		59		3705		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1610		1610		0		

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

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	172	0	0	555	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	0	1812	0	0	0	0
Q Serve Time (g_s), s	8.1	0.0	0.0	24.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	8.1	0.0	0.0	24.3	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	32.5	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.97	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	211	0	0	705	0	0	0	0
V/C Ratio (X)	0.82	0.00	0.00	0.79	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	221	0	0	705	0	0	0	0
Upstream Filter (I)	0.09	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	33.6	0.0	0.0	24.2	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.2	0.0	0.0	5.9	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	35.8	0.0	0.0	30.2	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	3.1	0.0	0.0	9.9	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	1.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	3.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.54	0.00	0.00	0.33	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1106	0	0	0	744	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	19.8	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	19.8	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1304	0	0	0	1885	0	0
V/C Ratio (X)	0.00	0.85	0.00	0.00	0.00	0.39	0.00	0.00
Avail Cap (c_a), veh/h	0	1304	0	0	0	1885	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.09	0.00	0.00
Uniform Delay (d1), s/veh	0.0	10.7	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	7.0	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.7	0.0	0.0	0.0	0.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		T+R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	194	0	739	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	0	1610	0	0	0	0
Q Serve Time (g_s), s	0.0	4.0	0.0	35.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.0	0.0	35.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	582	0	626	0	0	0	0
V/C Ratio (X)	0.00	0.33	0.00	1.18	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	582	0	626	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.5	0.0	27.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.5	0.0	96.8	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.1	0.0	124.6	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.2	0.0	12.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	16.8	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.4	0.0	29.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.87	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	28.2	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		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)	0	531	589	1104	1174	0	0	0	0	303	0	328
Future Volume (veh/h)	0	531	589	1104	1174	0	0	0	0	303	0	328
Number	7	4	14	3	8	18				1	6	16
Initial Q, veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1900	1900	1700	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	559	0	1162	1236	0				319	0	345
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	674		1209	2223	0				534	0	475
HCM Platoon Ratio	1.00	2.00	2.00	2.00	1.00	1.00				1.00	1.00	1.00
Prop Arrive On Green	0.00	0.37	0.00	0.77	0.62	0.00				0.30	0.00	0.30
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	28.4	0.0	21.0	10.2	0.0				32.0	0.0	37.8
Ln Grp LOS	A	C		C	B	A				C	A	D
Approach Vol, veh/h		559			2398						664	
Approach Delay, s/veh		28.4			15.5						35.0	
Approach LOS		C			B						C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	6		3	4				8
Case No	11.0		2.0	7.0				4.0
Phs Duration (G+Y+Rc), s	30.6		38.6	20.8				59.4
Change Period (Y+Rc), s	4.5		4.5	4.5				4.5
Max Green (Gmax), s	19.3		37.5	19.7				61.7
Max Allow Headway (MAH), s	4.7		3.8	5.2				5.2
Max Q Clear (g_c+I1), s	19.3		31.5	14.7				20.0
Green Ext Time (g_e), s	0.0		2.7	1.6				12.5
Prob of Phs Call (p_c)	1.00		1.00	1.00				1.00
Prob of Max Out (p_x)	0.00		0.64	1.00				0.05

Left-Turn Movement Data			
Assigned Mvmt	1	3	7
Mvmt Sat Flow, veh/h	1810	3141	0

Through Movement Data			
Assigned Mvmt	6	4	8
Mvmt Sat Flow, veh/h	0	3705	3705

Right-Turn Movement Data			
Assigned Mvmt	16	14	18
Mvmt Sat Flow, veh/h	1610	1610	0

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

Lanes in Grp	1	0	2	0	0	0	0	0
Grp Vol (v), veh/h	319	0	1162	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1570	0	0	0	0	0
Q Serve Time (g_s), s	13.6	0.0	29.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	13.6	0.0	29.5	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	16.8	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	534	0	1209	0	0	0	0	0
V/C Ratio (X)	0.60	0.00	0.96	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	534	0	1326	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.62	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	27.1	0.0	9.8	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	4.9	0.0	11.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	32.0	0.0	21.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	5.7	0.0	3.2	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.7	0.0	1.9	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	6.4	0.0	5.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.50	0.00	0.31	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	6	0	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	2
Grp Vol (v), veh/h	0	0	0	559	0	0	0	1236
Grp Sat Flow (s), veh/h/ln	0	0	0	1805	0	0	0	1805
Q Serve Time (g_s), s	0.0	0.0	0.0	12.7	0.0	0.0	0.0	18.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	12.7	0.0	0.0	0.0	18.0
Lane Grp Cap (c), veh/h	0	0	0	674	0	0	0	2223
V/C Ratio (X)	0.00	0.00	0.00	0.83	0.00	0.00	0.00	0.56
Avail Cap (c_a), veh/h	0	0	0	810	0	0	0	2495
Upstream Filter (I)	0.00	0.00	0.00	0.22	0.00	0.00	0.00	0.62
Uniform Delay (d1), s/veh	0.0	0.0	0.0	26.9	0.0	0.0	0.0	10.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	28.4	0.0	0.0	0.0	10.2
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.3	0.0	0.0	0.0	6.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	4.4	0.0	0.0	0.0	6.3
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.39
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	16	0	0	14	0	0	0	18
Lane Assignment	R			R				
Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	345	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1610	0	0	1610	0	0	0	0
Q Serve Time (g_s), s	17.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	17.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	475	0	0	300	0	0	0	0
V/C Ratio (X)	0.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	475	0	0	361	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	9.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	37.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	531	0	0	1738	575	498	6	413	0	0	0
Future Volume (veh/h)	154	531	0	0	1738	575	498	6	413	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	162	559	0	0	1829	605	528	0	435			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Opposing Right Turn Influence	Yes			No			Yes					
Cap, veh/h	193	2244	0	0	2381	739	1008	0	897			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.22	1.00	0.00	0.00	0.92	0.46	0.28	0.00	0.28			
Unsig. Movement Delay												
Ln Grp Delay, s/veh	49.0	0.0	0.0	0.0	3.6	25.6	26.3	0.0	25.9			
Ln Grp LOS	D	A	A	A	A	C	C	A	C			
Approach Vol, veh/h		721			2434			963				
Approach Delay, s/veh		11.0			9.0			26.2				
Approach LOS		B			A			C				

Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4			7	8			
Case No			9.0		4.0			2.0	7.0			
Phs Duration (G+Y+Rc), s			26.3		53.7			13.0	40.7			
Change Period (Y+Rc), s			4.5		4.5			4.5	4.5			
Max Green (Gmax), s			20.5		50.5			8.5	37.5			
Max Allow Headway (MAH), s			3.9		5.2			3.8	4.9			
Max Q Clear (g_c+I1), s			11.9		2.0			9.2	28.1			
Green Ext Time (g_e), s			2.7		4.4			0.0	8.2			
Prob of Phs Call (p_c)			1.00		1.00			0.97	1.00			
Prob of Max Out (p_x)			0.00		0.00			1.00	0.91			
Left-Turn Movement Data												
Assigned Mvmt			5					7	3			
Mvmt Sat Flow, veh/h			3619					1714	0			
Through Movement Data												
Assigned Mvmt			2		4				8			
Mvmt Sat Flow, veh/h			0		3705				5358			
Right-Turn Movement Data												
Assigned Mvmt			12		14				18			
Mvmt Sat Flow, veh/h			3220		0				1610			
Left Lane Group Data												
Assigned Mvmt		0	5	0	0	0	0	7	3			
Lane Assignment			L					L (Prot)				

Lanes in Grp	0	2	0	0	0	0	1	0
Grp Vol (v), veh/h	0	528	0	0	0	0	162	0
Grp Sat Flow (s), veh/h/ln	0	1810	0	0	0	0	1714	0
Q Serve Time (g_s), s	0.0	9.9	0.0	0.0	0.0	0.0	7.2	0.0
Cycle Q Clear Time (g_c), s	0.0	9.9	0.0	0.0	0.0	0.0	7.2	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1810	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36.7
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	1008	0	0	0	0	193	0
V/C Ratio (X)	0.00	0.52	0.00	0.00	0.00	0.00	0.84	0.00
Avail Cap (c_a), veh/h	0	1008	0	0	0	0	193	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.64	0.00
Uniform Delay (d1), s/veh	0.0	24.4	0.0	0.0	0.0	0.0	30.3	0.0
Incr Delay (d2), s/veh	0.0	1.9	0.0	0.0	0.0	0.0	18.7	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.3	0.0	0.0	0.0	0.0	49.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.1	0.0	0.0	0.0	0.0	2.6	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	1.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.3	0.0	0.0	0.0	0.0	3.6	0.0
%ile Storage Ratio (RQ%)	0.00	0.20	0.00	0.00	0.00	0.00	1.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	3
Grp Vol (v), veh/h	0	0	0	559	0	0	0	1829
Grp Sat Flow (s), veh/h/ln	0	0	0	1805	0	0	0	1729
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.9
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.9
Lane Grp Cap (c), veh/h	0	0	0	2244	0	0	0	2381
V/C Ratio (X)	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.77
Avail Cap (c_a), veh/h	0	0	0	2301	0	0	0	2464
Upstream Filter (I)	0.00	0.00	0.00	0.64	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment		R						R
Lanes in Grp	0	2	0	0	0	0	0	1
Grp Vol (v), veh/h	0	435	0	0	0	0	0	605
Grp Sat Flow (s), veh/h/ln	0	1610	0	0	0	0	0	1610
Q Serve Time (g_s), s	0.0	9.0	0.0	0.0	0.0	0.0	0.0	26.1
Cycle Q Clear Time (g_c), s	0.0	9.0	0.0	0.0	0.0	0.0	0.0	26.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	897	0	0	0	0	0	739
V/C Ratio (X)	0.00	0.48	0.00	0.00	0.00	0.00	0.00	0.82
Avail Cap (c_a), veh/h	0	897	0	0	0	0	0	765
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	24.1	0.0	0.0	0.0	0.0	0.0	18.8
Incr Delay (d2), s/veh	0.0	1.9	0.0	0.0	0.0	0.0	0.0	6.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.9	0.0	0.0	0.0	0.0	0.0	25.6
1st-Term Q (Q1), veh/ln	0.0	3.3	0.0	0.0	0.0	0.0	0.0	8.9
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	1.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.5	0.0	0.0	0.0	0.0	0.0	10.3
%ile Storage Ratio (RQ%)	0.00	0.16	0.00	0.00	0.00	0.00	0.00	0.71
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	269	27	104	461	472	21	9	32	352	299	418
Future Volume (veh/h)	73	269	27	104	461	472	21	9	32	352	299	418
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	77	283	28	109	485	497	22	9	34	371	315	440
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	105	962	429	144	549	465	50	461	391	414	799	713
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
Prop Arrive On Green	0.12	0.53	0.53	0.17	0.58	0.58	0.03	0.24	0.24	0.23	0.44	0.44
Unsig. Movement Delay												
Ln Grp Delay, s/veh	57.5	16.5	15.6	38.0	21.0	57.9	49.0	26.0	26.8	53.2	18.4	23.2
Ln Grp LOS	E	B	B	D	C	F	D	C	C	D	B	C
Approach Vol, veh/h		388			1091			65			1126	
Approach Delay, s/veh		24.6			39.5			34.2			31.8	
Approach LOS		C			D			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	24.6	25.9	11.5	28.0	6.6	43.8	9.5	30.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	21.5	19.5	11.4	19.6	5.0	36.0	5.5	25.5
Max Allow Headway (MAH), s	3.8	4.3	3.8	5.1	3.8	5.4	3.8	4.6
Max Q Clear (g_c+I1), s	19.9	3.5	7.5	5.9	3.1	20.9	5.9	28.0
Green Ext Time (g_e), s	0.2	0.1	0.1	1.5	0.0	4.5	0.0	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.93	1.00	0.42	1.00	0.85	1.00
Prob of Max Out (p_x)	1.00	0.00	0.86	0.03	1.00	0.00	1.00	1.00

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1810	1714	1714	1714

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	1900	3610	1805	1900

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1610	1610	1610	1610

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	371	0	109	0	22	0	77	0
Grp Sat Flow (s), veh/h/ln	1810	0	1714	0	1714	0	1714	0
Q Serve Time (g_s), s	17.9	0.0	5.5	0.0	1.1	0.0	3.9	0.0
Cycle Q Clear Time (g_c), s	17.9	0.0	5.5	0.0	1.1	0.0	3.9	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	414	0	144	0	50	0	105	0
V/C Ratio (X)	0.90	0.00	0.76	0.00	0.44	0.00	0.73	0.00
Avail Cap (c_a), veh/h	442	0	227	0	105	0	114	0
Upstream Filter (I)	1.00	0.00	0.17	0.00	1.00	0.00	0.96	0.00
Uniform Delay (d1), s/veh	33.6	0.0	36.6	0.0	43.0	0.0	38.7	0.0
Incr Delay (d2), s/veh	19.6	0.0	1.4	0.0	6.0	0.0	18.8	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	53.2	0.0	38.0	0.0	49.0	0.0	57.5	0.0
1st-Term Q (Q1), veh/ln	7.6	0.0	2.1	0.0	0.5	0.0	1.5	0.0
2nd-Term Q (Q2), veh/ln	2.3	0.0	0.1	0.0	0.1	0.0	0.5	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	9.9	0.0	2.2	0.0	0.6	0.0	2.1	0.0
%ile Storage Ratio (RQ%)	2.48	0.00	0.09	0.00	0.06	0.00	0.20	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	2	0	1	0	1
Grp Vol (v), veh/h	0	9	0	283	0	315	0	485
Grp Sat Flow (s), veh/h/ln	0	1900	0	1805	0	1805	0	1900
Q Serve Time (g_s), s	0.0	0.3	0.0	3.9	0.0	10.6	0.0	19.8
Cycle Q Clear Time (g_c), s	0.0	0.3	0.0	3.9	0.0	10.6	0.0	19.8
Lane Grp Cap (c), veh/h	0	461	0	962	0	799	0	549
V/C Ratio (X)	0.00	0.02	0.00	0.29	0.00	0.39	0.00	0.88
Avail Cap (c_a), veh/h	0	461	0	962	0	799	0	549
Upstream Filter (I)	0.00	1.00	0.00	0.96	0.00	1.00	0.00	0.17
Uniform Delay (d1), s/veh	0.0	25.9	0.0	16.3	0.0	16.9	0.0	17.7
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.2	0.0	1.5	0.0	3.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.0	0.0	16.5	0.0	18.4	0.0	21.0
1st-Term Q (Q1), veh/ln	0.0	0.1	0.0	1.5	0.0	4.2	0.0	5.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.5

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	1.5	0.0	4.5	0.0	5.5
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.02	0.00	0.72	0.00	0.23
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	34	0	28	0	440	0	497
Grp Sat Flow (s), veh/h/ln	0	1610	0	1610	0	1610	0	1610
Q Serve Time (g_s), s	0.0	1.5	0.0	0.8	0.0	18.9	0.0	26.0
Cycle Q Clear Time (g_c), s	0.0	1.5	0.0	0.8	0.0	18.9	0.0	26.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	391	0	429	0	713	0	465
V/C Ratio (X)	0.00	0.09	0.00	0.07	0.00	0.62	0.00	1.07
Avail Cap (c_a), veh/h	0	391	0	429	0	713	0	465
Upstream Filter (I)	0.00	1.00	0.00	0.96	0.00	1.00	0.00	0.17
Uniform Delay (d1), s/veh	0.0	26.4	0.0	15.6	0.0	19.2	0.0	19.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.1	0.0	4.0	0.0	38.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.8	0.0	15.6	0.0	23.2	0.0	57.9
1st-Term Q (Q1), veh/ln	0.0	0.6	0.0	0.3	0.0	6.7	0.0	5.2
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.8	0.0	5.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.0	0.3	0.0	7.5	0.0	10.3
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.00	0.00	1.18	0.00	0.42
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	33.9
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	463	198	44	847	418	70	394	31	203	13	175
Future Volume (veh/h)	168	463	198	44	847	418	70	394	31	203	13	175
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	177	487	208	46	892	440	74	415	33	214	14	184
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	179	906	768	70	876	742	293	700	312	232	42	548
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.11	0.95	0.95	0.08	0.92	0.46	0.19	0.19	0.19	0.13	0.36	0.36
Unsig. Movement Delay												
Ln Grp Delay, s/veh	99.5	1.7	1.4	55.0	39.0	21.3	36.8	40.4	33.8	82.0	0.0	24.9
Ln Grp LOS	F	A	A	E	F	C	D	D	C	F	A	C
Approach Vol, veh/h		872			1378			522			412	
Approach Delay, s/veh		21.5			33.9			39.4			54.6	
Approach LOS		C			C			D			D	

Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4		6	7	8			
Case No		2.0	5.3	2.0	3.0		4.0	2.0	3.0			
Phs Duration (G+Y+Rc), s		16.8	23.4	8.1	51.7		40.2	9.7	50.1			
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5		4.5	4.5	4.5			
Max Green (Gmax), s		12.3	18.9	6.8	44.0		35.7	5.2	45.6			
Max Allow Headway (MAH), s		3.8	5.0	3.8	4.9		5.5	3.8	4.9			
Max Q Clear (g_c+I1), s		13.7	12.5	4.6	4.4		10.9	7.6	48.1			
Green Ext Time (g_e), s		0.0	1.7	0.0	4.3		1.2	0.0	0.0			
Prob of Phs Call (p_c)		1.00	1.00	0.72	1.00		1.00	0.99	1.00			
Prob of Max Out (p_x)		1.00	0.00	1.00	0.00		0.00	1.00	1.00			

Left-Turn Movement Data												
Assigned Mvmt		1	5	3				7				
Mvmt Sat Flow, veh/h		1810	1140	1714				3141				

Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3610		1900		115		1900			

Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			1610		1610		1513		1610			

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

Lanes in Grp	1	1	1	0	0	0	2	0
Grp Vol (v), veh/h	214	74	46	0	0	0	177	0
Grp Sat Flow (s), veh/h/ln	1810	1140	1714	0	0	0	1570	0
Q Serve Time (g_s), s	11.7	5.6	2.6	0.0	0.0	0.0	5.6	0.0
Cycle Q Clear Time (g_c), s	11.7	5.6	2.6	0.0	0.0	0.0	5.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1140	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	19.4	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	19.4	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	232	293	70	0	0	0	179	0
V/C Ratio (X)	0.92	0.25	0.65	0.00	0.00	0.00	0.99	0.00
Avail Cap (c_a), veh/h	232	293	125	0	0	0	179	0
Upstream Filter (I)	1.00	1.00	1.00	0.00	0.00	0.00	0.76	0.00
Uniform Delay (d1), s/veh	43.1	34.7	45.2	0.0	0.0	0.0	44.3	0.0
Incr Delay (d2), s/veh	38.9	2.1	9.8	0.0	0.0	0.0	55.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	82.0	36.8	55.0	0.0	0.0	0.0	99.5	0.0
1st-Term Q (Q1), veh/ln	5.2	1.5	1.1	0.0	0.0	0.0	2.0	0.0
2nd-Term Q (Q2), veh/ln	2.5	0.2	0.2	0.0	0.0	0.0	1.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	7.7	1.7	1.3	0.0	0.0	0.0	3.4	0.0
%ile Storage Ratio (RQ%)	0.93	0.28	0.01	0.00	0.00	0.00	0.33	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T				T
Lanes in Grp	0	2	0	1	0	0	0	1
Grp Vol (v), veh/h	0	415	0	487	0	0	0	892
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	0	0	1900
Q Serve Time (g_s), s	0.0	10.5	0.0	2.4	0.0	0.0	0.0	46.1
Cycle Q Clear Time (g_c), s	0.0	10.5	0.0	2.4	0.0	0.0	0.0	46.1
Lane Grp Cap (c), veh/h	0	700	0	906	0	0	0	876
V/C Ratio (X)	0.00	0.59	0.00	0.54	0.00	0.00	0.00	1.02
Avail Cap (c_a), veh/h	0	700	0	906	0	0	0	876
Upstream Filter (I)	0.00	1.00	0.00	0.76	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	36.7	0.0	1.3	0.0	0.0	0.0	3.9
Incr Delay (d2), s/veh	0.0	3.7	0.0	0.5	0.0	0.0	0.0	35.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	40.4	0.0	1.7	0.0	0.0	0.0	39.0
1st-Term Q (Q1), veh/ln	0.0	4.6	0.0	0.5	0.0	0.0	0.0	1.6
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.1	0.0	0.0	0.0	8.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	428	11	465	724	1098	0	0	476	938
Future Volume (veh/h)	0	0	0	428	11	465	724	1098	0	0	476	938
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1800	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				451	12	489	762	1156	0	0	501	987
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				450	10	414	768	2302	0	0	1913	594
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.26	0.26	0.26	0.22	0.64	0.00	0.00	0.37	0.37
Unsig. Movement Delay												
Ln Grp Delay, s/veh				76.5	0.0	137.0	51.5	8.9	0.0	0.0	20.2	333.6
Ln Grp LOS				F	A	F	D	A	A	A	C	F
Approach Vol, veh/h					952			1918			1488	
Approach Delay, s/veh					108.3			25.8			228.1	
Approach LOS					F			C			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	10.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		61.9	28.1		24.2	37.7		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		57.4	23.6		19.7	33.2		
Max Allow Headway (MAH), s		5.2	4.7		3.8	4.4		
Max Q Clear (g_c+I1), s		17.4	25.6		21.5	35.2		
Green Ext Time (g_e), s		11.2	0.0		0.0	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	1.00		1.00	0.00		
Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			1714		3510	0		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3705	39			5358		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1577			1610		
Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0
Lane Assignment			L		L (Prot)			

Lanes in Grp	0	0	1	0	2	0	0	0
Grp Vol (v), veh/h	0	0	451	0	762	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1714	0	1755	0	0	0
Q Serve Time (g_s), s	0.0	0.0	23.6	0.0	19.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	23.6	0.0	19.5	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1714	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	33.2	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	450	0	768	0	0	0
V/C Ratio (X)	0.00	0.00	1.00	0.00	0.99	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	450	0	768	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.32	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	33.2	0.0	35.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	43.3	0.0	16.4	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	76.5	0.0	51.5	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	9.5	0.0	8.1	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	5.4	0.0	1.7	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	14.9	0.0	9.8	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.31	0.00	0.94	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	3	0	0
Grp Vol (v), veh/h	0	1156	0	0	0	501	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1729	0	0
Q Serve Time (g_s), s	0.0	15.4	0.0	0.0	0.0	6.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.4	0.0	0.0	0.0	6.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	2302	0	0	0	1913	0	0
V/C Ratio (X)	0.00	0.50	0.00	0.00	0.00	0.26	0.00	0.00
Avail Cap (c_a), veh/h	0	2302	0	0	0	1913	0	0
Upstream Filter (I)	0.00	0.32	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.7	0.0	0.0	0.0	19.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	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
Control Delay (d), s/veh	0.0	8.9	0.0	0.0	0.0	20.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.2	0.0	0.0	0.0	2.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.3	0.0	0.0	0.0	2.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.51	0.00	0.00	0.00	0.05	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			T+R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	501	0	0	987	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1616	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	23.6	0.0	0.0	33.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	23.6	0.0	0.0	33.2	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.98	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	424	0	0	594	0	0
V/C Ratio (X)	0.00	0.00	1.18	0.00	0.00	1.66	0.00	0.00
Avail Cap (c_a), veh/h	0	0	424	0	0	594	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	33.2	0.0	0.0	28.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	103.8	0.0	0.0	305.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	137.0	0.0	0.0	333.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	8.9	0.0	0.0	12.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	12.2	0.0	0.0	50.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	21.2	0.0	0.0	62.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.44	0.00	0.00	1.36	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	19.3	0.0	0.0	98.3	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.3	0.0	0.0	0.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	112.9
HCM 6th LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	480	9	513	0	0	0	0	1213	644	333	648	0
Future Volume (veh/h)	480	9	513	0	0	0	0	1213	644	333	648	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	505	9	540				0	1277	678	351	682	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	404	7	432				0	1426	443	333	1498	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.50	0.50	0.50				0.00	0.28	0.28	0.09	0.41	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	147.9	0.0	0.0				0.0	43.9	286.5	102.4	21.8	0.0
Ln Grp LOS	F	A	A				A	D	F	F	C	A
Approach Vol, veh/h		1054						1955			1033	
Approach Delay, s/veh		147.9						128.0			49.2	
Approach LOS		F						F			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		12.0		4.0		
Phs Duration (G+Y+Rc), s	14.0	32.0		54.0		46.0		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	9.5	27.5		49.5		41.5		
Max Allow Headway (MAH), s	3.8	4.8		5.5		5.2		
Max Q Clear (g_c+I1), s	11.5	29.5		51.5		15.6		
Green Ext Time (g_e), s	0.0	0.0		0.0		5.1		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	3510	0		816				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5358		15		3705		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1610		872		0		

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

Lanes in Grp	2	0	0	1	0	0	0	0
Grp Vol (v), veh/h	351	0	0	1054	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1755	0	0	1702	0	0	0	0
Q Serve Time (g_s), s	9.5	0.0	0.0	49.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	9.5	0.0	0.0	49.5	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	27.5	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.48	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	333	0	0	843	0	0	0	0
V/C Ratio (X)	1.05	0.00	0.00	1.25	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	333	0	0	843	0	0	0	0
Upstream Filter (I)	0.75	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	45.3	0.0	0.0	25.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	57.2	0.0	0.0	122.7	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	102.4	0.0	0.0	147.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	4.1	0.0	0.0	18.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	2.6	0.0	0.0	28.7	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	6.7	0.0	0.0	47.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.64	0.00	0.00	0.81	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	4.4	0.0	0.0	52.8	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	3	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1277	0	0	0	682	0	0
Grp Sat Flow (s), veh/h/ln	0	1729	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	23.7	0.0	0.0	0.0	13.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	23.7	0.0	0.0	0.0	13.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	1426	0	0	0	1498	0	0
V/C Ratio (X)	0.00	0.90	0.00	0.00	0.00	0.46	0.00	0.00
Avail Cap (c_a), veh/h	0	1426	0	0	0	1498	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.75	0.00	0.00
Uniform Delay (d1), s/veh	0.0	34.9	0.0	0.0	0.0	21.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	9.0	0.0	0.0	0.0	0.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	43.9	0.0	0.0	0.0	21.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.7	0.0	0.0	0.0	5.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.2	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	10.9	0.0	0.0	0.0	5.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.35	0.00	0.00	0.00	0.55	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	678	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	27.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	27.5	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.51	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	443	0	0	0	0	0	0
V/C Ratio (X)	0.00	1.53	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	443	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	36.2	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	250.2	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	286.5	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.5	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	30.8	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	41.3	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.33	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	58.8	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		113.1						
HCM 6th LOS		F						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	814	81	233	349	198	141	680	634	261	382	54
Future Volume (veh/h)	86	814	81	233	349	198	141	680	634	261	382	54
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	91	857	85	245	367	208	148	716	667	275	402	57
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	115	813	81	231	699	390	179	1043	465	273	1066	150
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.25	0.25	0.14	0.31	0.31	0.10	0.29	0.29	0.15	0.34	0.34
Unsig. Movement Delay												
Ln Grp Delay, s/veh	57.4	95.7	95.3	116.9	29.0	29.3	52.6	34.0	238.8	98.5	27.0	27.1
Ln Grp LOS	E	F	F	F	C	C	D	C	F	F	C	C
Approach Vol, veh/h		1033			820			1531			734	
Approach Delay, s/veh		92.1			55.4			125.0			53.8	
Approach LOS		F			E			F			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	19.6	33.4	18.0	29.0	14.9	38.1	11.2	35.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	15.1	28.9	13.5	24.5	15.6	28.4	11.5	26.5
Max Allow Headway (MAH), s	3.8	4.6	3.8	5.3	3.8	5.3	3.8	5.4
Max Q Clear (g_c+I1), s	17.1	30.9	15.5	26.5	10.5	11.7	7.2	15.8
Green Ext Time (g_e), s	0.0	0.0	0.0	0.0	0.2	2.5	0.1	2.7
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.98	1.00	0.92	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	0.30	0.00	0.60	0.32

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1810	1714	1714	1714

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3610	3317	3177	2234

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1610	329	447	1246

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	275	0	245	0	148	0	91	0
Grp Sat Flow (s), veh/h/ln	1810	0	1714	0	1714	0	1714	0
Q Serve Time (g_s), s	15.1	0.0	13.5	0.0	8.5	0.0	5.2	0.0
Cycle Q Clear Time (g_c), s	15.1	0.0	13.5	0.0	8.5	0.0	5.2	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	273	0	231	0	179	0	115	0
V/C Ratio (X)	1.01	0.00	1.06	0.00	0.83	0.00	0.79	0.00
Avail Cap (c_a), veh/h	273	0	231	0	267	0	197	0
Upstream Filter (I)	1.00	0.00	0.94	0.00	0.67	0.00	1.00	0.00
Uniform Delay (d1), s/veh	42.5	0.0	43.3	0.0	43.9	0.0	46.0	0.0
Incr Delay (d2), s/veh	56.1	0.0	73.7	0.0	8.7	0.0	11.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	98.5	0.0	116.9	0.0	52.6	0.0	57.4	0.0
1st-Term Q (Q1), veh/ln	6.7	0.0	5.7	0.0	3.6	0.0	2.2	0.0
2nd-Term Q (Q2), veh/ln	4.3	0.0	4.7	0.0	0.4	0.0	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	10.9	0.0	10.4	0.0	4.0	0.0	2.6	0.0
%ile Storage Ratio (RQ%)	0.17	0.00	0.10	0.00	0.20	0.00	0.03	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.4	0.0	3.4	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	1	0	1
Grp Vol (v), veh/h	0	716	0	466	0	227	0	295
Grp Sat Flow (s), veh/h/ln	0	1805	0	1805	0	1805	0	1805
Q Serve Time (g_s), s	0.0	17.6	0.0	24.5	0.0	9.6	0.0	13.4
Cycle Q Clear Time (g_c), s	0.0	17.6	0.0	24.5	0.0	9.6	0.0	13.4
Lane Grp Cap (c), veh/h	0	1043	0	442	0	606	0	565
V/C Ratio (X)	0.00	0.69	0.00	1.05	0.00	0.38	0.00	0.52
Avail Cap (c_a), veh/h	0	1043	0	442	0	606	0	565
Upstream Filter (I)	0.00	0.67	0.00	1.00	0.00	1.00	0.00	0.94
Uniform Delay (d1), s/veh	0.0	31.5	0.0	37.7	0.0	25.3	0.0	28.2
Incr Delay (d2), s/veh	0.0	2.5	0.0	57.9	0.0	1.8	0.0	0.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	34.0	0.0	95.7	0.0	27.0	0.0	29.0
1st-Term Q (Q1), veh/ln	0.0	7.5	0.0	10.6	0.0	4.0	0.0	5.7
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	7.1	0.0	0.3	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	7.9	0.0	17.7	0.0	4.3	0.0	5.9
%ile Storage Ratio (RQ%)	0.00	0.40	0.00	0.24	0.00	0.07	0.00	0.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	667	0	476	0	232	0	280
Grp Sat Flow (s), veh/h/ln	0	1610	0	1841	0	1819	0	1676
Q Serve Time (g_s), s	0.0	28.9	0.0	24.5	0.0	9.7	0.0	13.8
Cycle Q Clear Time (g_c), s	0.0	28.9	0.0	24.5	0.0	9.7	0.0	13.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.18	0.00	0.25	0.00	0.74
Lane Grp Cap (c), veh/h	0	465	0	451	0	611	0	524
V/C Ratio (X)	0.00	1.43	0.00	1.05	0.00	0.38	0.00	0.53
Avail Cap (c_a), veh/h	0	465	0	451	0	611	0	524
Upstream Filter (I)	0.00	0.67	0.00	1.00	0.00	1.00	0.00	0.94
Uniform Delay (d1), s/veh	0.0	35.5	0.0	37.8	0.0	25.3	0.0	28.3
Incr Delay (d2), s/veh	0.0	203.2	0.0	57.5	0.0	1.8	0.0	1.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	238.8	0.0	95.3	0.0	27.1	0.0	29.3
1st-Term Q (Q1), veh/ln	0.0	11.0	0.0	10.8	0.0	4.1	0.0	5.4
2nd-Term Q (Q2), veh/ln	0.0	26.3	0.0	7.2	0.0	0.3	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	37.3	0.0	18.0	0.0	4.4	0.0	5.6
%ile Storage Ratio (RQ%)	0.00	1.88	0.00	0.24	0.00	0.07	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	50.4	0.0	6.2	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.4	0.0	0.3	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	90.2
HCM 6th LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	480	36	427	91	25	141	214	1071	5	9	669	88
Future Volume (veh/h)	480	36	427	91	25	141	214	1071	5	9	669	88
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	505	38	0	96	26	148	225	1127	5	9	704	93
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	566	684		219	45	190	258	1765	8	20	1088	144
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.18	0.36	0.00	0.13	0.13	0.13	0.15	0.48	0.48	0.01	0.34	0.34
Unsig. Movement Delay												
Ln Grp Delay, s/veh	52.0	18.8	0.0	38.4	0.0	44.9	61.0	21.2	21.0	54.8	28.9	28.9
Ln Grp LOS	D	B		D	A	D	E	C	C	D	C	C
Approach Vol, veh/h		543			270			1357			806	
Approach Delay, s/veh		49.7			42.0			27.7			29.2	
Approach LOS		D			D			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Case No	2.0	4.0		3.0	2.0	4.0	2.0	8.3
Phs Duration (G+Y+Rc), s	5.5	47.6		36.9	18.1	35.0	20.7	16.2
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.0	32.5		39.0	14.5	23.0	16.5	18.0
Max Allow Headway (MAH), s	3.8	5.2		5.2	3.8	5.3	3.8	5.5
Max Q Clear (g_c+I1), s	2.4	22.7		3.2	13.5	18.7	16.1	10.8
Green Ext Time (g_e), s	0.0	5.1		0.2	0.1	1.9	0.1	0.9
Prob of Phs Call (p_c)	0.20	1.00		1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00		0.00	1.00	0.00	1.00	0.50

Left-Turn Movement Data								
Assigned Mvmt	1				5		7	3
Mvmt Sat Flow, veh/h	1810				1714		3141	1138

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3686		1900		3206		346

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		16		1610		423		1465

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

Lanes in Grp	1	0	0	0	1	0	2	1
Grp Vol (v), veh/h	9	0	0	0	225	0	505	122
Grp Sat Flow (s), veh/h/ln	1810	0	0	0	1714	0	1570	1484
Q Serve Time (g_s), s	0.4	0.0	0.0	0.0	11.5	0.0	14.1	6.8
Cycle Q Clear Time (g_c), s	0.4	0.0	0.0	0.0	11.5	0.0	14.1	7.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	1391
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.7
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.7
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.8
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	0.79
Lane Grp Cap (c), veh/h	20	0	0	0	258	0	566	264
V/C Ratio (X)	0.44	0.00	0.00	0.00	0.87	0.00	0.89	0.46
Avail Cap (c_a), veh/h	101	0	0	0	276	0	576	368
Upstream Filter (I)	0.72	0.00	0.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d1), s/veh	44.2	0.0	0.0	0.0	37.4	0.0	36.0	37.1
Incr Delay (d2), s/veh	10.6	0.0	0.0	0.0	23.7	0.0	16.0	1.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	54.8	0.0	0.0	0.0	61.0	0.0	52.0	38.4
1st-Term Q (Q1), veh/ln	0.2	0.0	0.0	0.0	4.7	0.0	5.3	2.5
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	1.7	0.0	1.3	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.3	0.0	0.0	0.0	6.4	0.0	6.5	2.6
%ile Storage Ratio (RQ%)	0.01	0.00	0.00	0.00	0.03	0.00	0.16	0.08
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	552	0	38	0	396	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	1805	0	0
Q Serve Time (g_s), s	0.0	20.7	0.0	1.2	0.0	16.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	20.7	0.0	1.2	0.0	16.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	864	0	684	0	613	0	0
V/C Ratio (X)	0.00	0.64	0.00	0.06	0.00	0.65	0.00	0.00
Avail Cap (c_a), veh/h	0	864	0	823	0	613	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.72	0.00	0.00
Uniform Delay (d1), s/veh	0.0	17.6	0.0	18.8	0.0	25.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.6	0.0	0.0	0.0	3.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.2	0.0	18.8	0.0	28.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.0	0.0	0.5	0.0	6.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.9	0.0	0.0	0.0	0.6	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.9	0.0	0.5	0.0	7.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.01	0.00	0.38	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	580	0	0	0	401	0	148
Grp Sat Flow (s), veh/h/ln	0	1897	0	1610	0	1824	0	1465
Q Serve Time (g_s), s	0.0	20.7	0.0	0.0	0.0	16.7	0.0	8.8
Cycle Q Clear Time (g_c), s	0.0	20.7	0.0	0.0	0.0	16.7	0.0	8.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.01	0.00	1.00	0.00	0.23	0.00	1.00
Lane Grp Cap (c), veh/h	0	909	0	579	0	619	0	190
V/C Ratio (X)	0.00	0.64	0.00	0.00	0.00	0.65	0.00	0.78
Avail Cap (c_a), veh/h	0	909	0	698	0	619	0	293
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.72	0.00	1.00
Uniform Delay (d1), s/veh	0.0	17.6	0.0	0.0	0.0	25.2	0.0	37.9
Incr Delay (d2), s/veh	0.0	3.4	0.0	0.0	0.0	3.8	0.0	7.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.0	0.0	0.0	0.0	28.9	0.0	44.9
1st-Term Q (Q1), veh/ln	0.0	8.5	0.0	0.0	0.0	7.0	0.0	3.1
2nd-Term Q (Q2), veh/ln	0.0	0.9	0.0	0.0	0.0	0.6	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	9.3	0.0	0.0	0.0	7.6	0.0	3.5
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	0.00	0.39	0.00	0.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	0	16	97	0	143	6	1180	44	53	1032	8
Future Volume (veh/h)	20	0	16	97	0	143	6	1180	44	53	1032	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	0	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	0	17	102	0	151	6	1242	46	56	1086	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	47	0	0	128	0	0	32	1334	1135	73	1475	11
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.00	0.03	0.07	0.00	0.00	0.71	0.71	0.71	0.04	0.78	0.78
Unsig. Movement Delay												
Ln Grp Delay, s/veh	84.3	0.0	0.0	65.5	0.0	0.0	26.1	0.0	5.4	72.2	0.0	10.0
Ln Grp LOS	F	A	A	E	A	A	C	A	A	E	A	A
Approach Vol, veh/h		38			102			1294			1150	
Approach Delay, s/veh		84.3			65.5			25.4			13.0	
Approach LOS		F			E			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6		
Case No	2.0	7.3	2.0	8.3		4.0		
Phs Duration (G+Y+Rc), s	9.3	89.1	13.4	8.1		98.5		
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5		
Max Green (Gmax), s	15.1	30.7	28.1	28.1		50.3		
Max Allow Headway (MAH), s	3.8	5.2	3.8	5.6		5.2		
Max Q Clear (g_c+I1), s	5.7	69.9	9.0	2.1		37.4		
Green Ext Time (g_e), s	0.1	0.0	0.2	0.1		7.3		
Prob of Phs Call (p_c)	0.85	1.00	0.97	0.72		1.00		
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00		0.00		

Left-Turn Movement Data				
Assigned Mvmt	1	5	3	7
Mvmt Sat Flow, veh/h	1810	2	1714	0

Through Movement Data			
Assigned Mvmt	2	4	6
Mvmt Sat Flow, veh/h	1891	0	1884

Right-Turn Movement Data			
Assigned Mvmt	12	14	16
Mvmt Sat Flow, veh/h	1610	0	14

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

Lanes in Grp	1	1	1	1	0	0	0	0
Grp Vol (v), veh/h	56	1248	102	38	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	1894	1714	0	0	0	0	0
Q Serve Time (g_s), s	3.7	5.9	7.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	3.7	67.9	7.0	0.1	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	524	0	1256	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	84.6	0.0	0.1	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	58.5	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	62.1	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	62.1	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.55	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	73	1366	128	47	0	0	0	0
V/C Ratio (X)	0.77	0.91	0.80	0.82	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	228	1366	401	331	0	0	0	0
Upstream Filter (I)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	57.0	15.2	54.6	56.6	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	15.2	10.9	10.8	27.7	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	72.2	26.1	65.5	84.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.7	25.2	3.0	1.2	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.3	4.1	0.4	0.4	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	2.0	29.4	3.4	1.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.20	1.85	0.05	0.10	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	46	0	0	0	1094	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	0	0	0	1898	0	0
Q Serve Time (g_s), s	0.0	1.0	0.0	0.0	0.0	35.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.0	0.0	0.0	0.0	35.4	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.45	0.00	0.01	0.00	0.00
Lane Grp Cap (c), veh/h	0	1135	0	0	0	1486	0	0
V/C Ratio (X)	0.00	0.04	0.00	0.00	0.00	0.74	0.00	0.00
Avail Cap (c_a), veh/h	0	1135	0	0	0	1486	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.4	0.0	0.0	0.0	6.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	3.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.4	0.0	0.0	0.0	10.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	0.0	0.0	11.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	0.0	0.0	12.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.00	1.28	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		22.3						
HCM 6th LOS		C						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	10	50	21	18	18	36	1036	18	15	1026	63
Future Volume (veh/h)	196	10	50	21	18	18	36	1036	18	15	1026	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	206	11	53	22	19	19	38	1091	19	16	1080	66
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	316	48	230	223	180	189	58	1204	21	33	1119	68
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.03	0.65	0.65	0.02	0.63	0.63
Unsig. Movement Delay												
Ln Grp Delay, s/veh	40.5	0.0	31.7	31.2	0.0	30.6	51.4	0.0	22.0	54.2	0.0	34.7
Ln Grp LOS	D	A	C	C	A	C	D	A	C	D	A	C
Approach Vol, veh/h		270			60			1148			1162	
Approach Delay, s/veh		38.4			30.9			23.0			35.0	
Approach LOS		D			C			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	2.0	4.0		8.0	2.0	4.0		8.0
Phs Duration (G+Y+Rc), s	6.1	62.7		21.1	7.6	61.3		21.1
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green (Gmax), s	5.1	53.3		18.1	5.1	53.3		18.1
Max Allow Headway (MAH), s	3.8	5.2		5.4	3.8	5.3		5.4
Max Q Clear (g_c+I1), s	2.8	47.0		16.4	4.0	53.8		5.8
Green Ext Time (g_e), s	0.0	4.2		0.3	0.0	0.0		0.2
Prob of Phs Call (p_c)	0.33	1.00		1.00	0.61	1.00		1.00
Prob of Max Out (p_x)	1.00	0.00		1.00	1.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1810			1275	1714			838

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1862		259		1772		974

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		32		1246		108		1024

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

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	16	0	0	206	38	0	0	31
Grp Sat Flow (s), veh/h/ln	1810	0	0	1275	1714	0	0	1291
Q Serve Time (g_s), s	0.8	0.0	0.0	13.0	2.0	0.0	0.0	0.5
Cycle Q Clear Time (g_c), s	0.8	0.0	0.0	14.4	2.0	0.0	0.0	3.8
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1391	0	0	0	1359
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	16.6	0.0	0.0	0.0	16.6
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	15.2	0.0	0.0	0.0	13.4
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.5
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.70
Lane Grp Cap (c), veh/h	33	0	0	316	58	0	0	307
V/C Ratio (X)	0.48	0.00	0.00	0.65	0.65	0.00	0.00	0.10
Avail Cap (c_a), veh/h	103	0	0	338	97	0	0	331
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.72	0.00	0.00	1.00
Uniform Delay (d1), s/veh	43.8	0.0	0.0	36.4	42.9	0.0	0.0	31.1
Incr Delay (d2), s/veh	10.5	0.0	0.0	4.0	8.5	0.0	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	54.2	0.0	0.0	40.5	51.4	0.0	0.0	31.2
1st-Term Q (Q1), veh/ln	0.3	0.0	0.0	4.3	0.8	0.0	0.0	0.6
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.4	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.4	0.0	0.0	4.7	1.0	0.0	0.0	0.6
%ile Storage Ratio (RQ%)	0.05	0.00	0.00	0.54	0.01	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	1110	0	64	0	1146	0	29
Grp Sat Flow (s), veh/h/ln	0	1894	0	1505	0	1881	0	1545
Q Serve Time (g_s), s	0.0	45.0	0.0	3.3	0.0	51.8	0.0	1.4
Cycle Q Clear Time (g_c), s	0.0	45.0	0.0	3.3	0.0	51.8	0.0	1.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.02	0.00	0.83	0.00	0.06	0.00	0.66
Lane Grp Cap (c), veh/h	0	1225	0	278	0	1187	0	285
V/C Ratio (X)	0.00	0.91	0.00	0.23	0.00	0.97	0.00	0.10
Avail Cap (c_a), veh/h	0	1225	0	303	0	1187	0	311
Upstream Filter (I)	0.00	0.72	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	13.6	0.0	31.2	0.0	15.7	0.0	30.5
Incr Delay (d2), s/veh	0.0	8.5	0.0	0.4	0.0	19.1	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.0	0.0	31.7	0.0	34.7	0.0	30.6
1st-Term Q (Q1), veh/ln	0.0	15.9	0.0	1.2	0.0	18.6	0.0	0.5
2nd-Term Q (Q2), veh/ln	0.0	2.9	0.0	0.0	0.0	6.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	18.8	0.0	1.2	0.0	24.8	0.0	0.5
%ile Storage Ratio (RQ%)	0.00	0.18	0.00	0.14	0.00	2.81	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	30.0
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	672	81	162	255	206	57	669	338	283	729	76
Future Volume (veh/h)	168	672	81	162	255	206	57	669	338	283	729	76
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900	1700	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	177	707	85	171	268	217	60	704	0	298	767	80
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	202	1070	332	236	590	263	77	1197		338	1564	163
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	0.67	0.67	0.67
Prop Arrive On Green	0.12	0.21	0.21	0.08	0.16	0.16	0.01	0.11	0.00	0.13	0.32	0.32
Unsig. Movement Delay												
Ln Grp Delay, s/veh	71.4	34.0	30.3	42.9	34.2	40.4	46.4	34.5	0.0	45.1	22.5	22.5
Ln Grp LOS	E	C	C	D	C	D	D	C		D	C	C
Approach Vol, veh/h		969			656			764			1145	
Approach Delay, s/veh		40.5			38.5			35.5			28.4	
Approach LOS		D			D			D			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	21.3	34.3	11.3	23.1	8.5	47.2	15.1	19.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	19.5	23.9	7.9	20.7	9.3	34.1	10.6	18.0
Max Allow Headway (MAH), s	3.8	5.2	3.8	5.1	3.8	5.3	3.8	4.7
Max Q Clear (g_c+I1), s	16.6	18.7	6.8	13.3	5.1	18.9	11.1	13.7
Green Ext Time (g_e), s	0.3	2.1	0.1	3.0	0.0	4.8	0.0	1.0
Prob of Phs Call (p_c)	1.00	1.00	0.99	1.00	0.78	1.00	0.99	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.66	0.63	0.00	1.00	1.00

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1810	3141	1714	1714

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3610	5187	3299	3610

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1610	1610	344	1610

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

Lanes in Grp	1	0	2	0	1	0	1	0
Grp Vol (v), veh/h	298	0	171	0	60	0	177	0
Grp Sat Flow (s), veh/h/ln	1810	0	1570	0	1714	0	1714	0
Q Serve Time (g_s), s	14.6	0.0	4.8	0.0	3.1	0.0	9.1	0.0
Cycle Q Clear Time (g_c), s	14.6	0.0	4.8	0.0	3.1	0.0	9.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	338	0	236	0	77	0	202	0
V/C Ratio (X)	0.88	0.00	0.73	0.00	0.78	0.00	0.88	0.00
Avail Cap (c_a), veh/h	392	0	276	0	177	0	202	0
Upstream Filter (I)	0.31	0.00	0.27	0.00	0.14	0.00	1.00	0.00
Uniform Delay (d1), s/veh	38.4	0.0	40.7	0.0	43.9	0.0	39.1	0.0
Incr Delay (d2), s/veh	6.7	0.0	2.2	0.0	2.5	0.0	32.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	45.1	0.0	42.9	0.0	46.4	0.0	71.4	0.0
1st-Term Q (Q1), veh/ln	6.7	0.0	1.8	0.0	1.3	0.0	3.8	0.0
2nd-Term Q (Q2), veh/ln	0.6	0.0	0.1	0.0	0.1	0.0	1.8	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	7.3	0.0	1.9	0.0	1.4	0.0	5.6	0.0
%ile Storage Ratio (RQ%)	0.70	0.00	0.19	0.00	0.21	0.00	1.40	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	3	0	1	0	2
Grp Vol (v), veh/h	0	704	0	707	0	420	0	268
Grp Sat Flow (s), veh/h/ln	0	1805	0	1729	0	1805	0	1805
Q Serve Time (g_s), s	0.0	16.7	0.0	11.3	0.0	16.9	0.0	6.0
Cycle Q Clear Time (g_c), s	0.0	16.7	0.0	11.3	0.0	16.9	0.0	6.0
Lane Grp Cap (c), veh/h	0	1197	0	1070	0	856	0	590
V/C Ratio (X)	0.00	0.59	0.00	0.66	0.00	0.49	0.00	0.45
Avail Cap (c_a), veh/h	0	1197	0	1193	0	856	0	722
Upstream Filter (I)	0.00	0.14	0.00	1.00	0.00	0.31	0.00	0.27
Uniform Delay (d1), s/veh	0.0	34.2	0.0	32.8	0.0	21.9	0.0	34.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	1.2	0.0	0.6	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	34.5	0.0	34.0	0.0	22.5	0.0	34.2
1st-Term Q (Q1), veh/ln	0.0	8.0	0.0	4.6	0.0	7.5	0.0	2.6
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.1	0.0	4.7	0.0	7.7	0.0	2.6
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.02	0.00	0.07	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	85	0	427	0	217
Grp Sat Flow (s), veh/h/ln	0	1610	0	1610	0	1838	0	1610
Q Serve Time (g_s), s	0.0	0.0	0.0	4.0	0.0	16.9	0.0	11.7
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	4.0	0.0	16.9	0.0	11.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.19	0.00	1.00
Lane Grp Cap (c), veh/h	0	534	0	332	0	871	0	263
V/C Ratio (X)	0.00	0.00	0.00	0.26	0.00	0.49	0.00	0.82
Avail Cap (c_a), veh/h	0	534	0	370	0	871	0	322
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.31	0.00	0.27
Uniform Delay (d1), s/veh	0.0	0.0	0.0	29.9	0.0	21.9	0.0	36.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.6	0.0	4.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	30.3	0.0	22.5	0.0	40.4
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	1.5	0.0	7.7	0.0	4.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	1.6	0.0	7.8	0.0	4.8
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.01	0.00	0.08	0.00	0.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	35.1
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	268	520	131	462	376	102	138	944	507	248	883	194
Future Volume (veh/h)	268	520	131	462	376	102	138	944	507	248	883	194
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900	1700	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	282	547	138	486	396	107	145	994	534	261	929	204
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	288	575	144	523	563	151	177	1019	454	271	1402	307
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.66	0.33	0.33	0.33
Prop Arrive On Green	0.17	0.20	0.20	0.17	0.20	0.20	0.10	0.28	0.47	0.05	0.11	0.11
Unsig. Movement Delay												
Ln Grp Delay, s/veh	84.8	69.8	71.6	60.0	39.3	40.1	50.7	48.4	115.9	82.2	37.9	40.4
Ln Grp LOS	F	E	E	E	D	D	D	D	F	F	D	D
Approach Vol, veh/h		967			989			1673			1394	
Approach Delay, s/veh		74.8			49.7			70.2			46.9	
Approach LOS		E			D			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	18.0	29.9	19.5	22.6	13.8	34.1	19.6	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	13.5	25.4	15.0	18.1	11.5	27.4	15.1	18.0
Max Allow Headway (MAH), s	3.8	4.8	3.8	5.3	3.8	5.3	3.8	5.3
Max Q Clear (g_c+I1), s	15.0	27.4	15.7	19.1	9.5	20.9	16.7	13.9
Green Ext Time (g_e), s	0.0	0.0	0.0	0.0	0.1	3.8	0.0	1.1
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1810	3141	1714	1714

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3610	2858	4259	2817

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1610	718	932	753

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

Lanes in Grp	1	0	2	0	1	0	1	0
Grp Vol (v), veh/h	261	0	486	0	145	0	282	0
Grp Sat Flow (s), veh/h/ln	1810	0	1570	0	1714	0	1714	0
Q Serve Time (g_s), s	13.0	0.0	13.7	0.0	7.5	0.0	14.7	0.0
Cycle Q Clear Time (g_c), s	13.0	0.0	13.7	0.0	7.5	0.0	14.7	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	271	0	523	0	177	0	288	0
V/C Ratio (X)	0.96	0.00	0.93	0.00	0.82	0.00	0.98	0.00
Avail Cap (c_a), veh/h	271	0	523	0	219	0	288	0
Upstream Filter (I)	0.84	0.00	1.00	0.00	0.58	0.00	1.00	0.00
Uniform Delay (d1), s/veh	42.5	0.0	37.0	0.0	39.5	0.0	37.3	0.0
Incr Delay (d2), s/veh	39.7	0.0	23.1	0.0	11.2	0.0	47.5	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	82.2	0.0	60.0	0.0	50.7	0.0	84.8	0.0
1st-Term Q (Q1), veh/ln	6.2	0.0	5.2	0.0	3.1	0.0	6.0	0.0
2nd-Term Q (Q2), veh/ln	3.0	0.0	1.7	0.0	0.5	0.0	3.8	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	9.2	0.0	6.8	0.0	3.6	0.0	9.8	0.0
%ile Storage Ratio (RQ%)	1.28	0.00	0.05	0.00	0.46	0.00	1.12	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	2	0	1
Grp Vol (v), veh/h	0	994	0	345	0	754	0	252
Grp Sat Flow (s), veh/h/ln	0	1805	0	1805	0	1729	0	1805
Q Serve Time (g_s), s	0.0	24.5	0.0	17.0	0.0	18.8	0.0	11.7
Cycle Q Clear Time (g_c), s	0.0	24.5	0.0	17.0	0.0	18.8	0.0	11.7
Lane Grp Cap (c), veh/h	0	1019	0	363	0	1138	0	361
V/C Ratio (X)	0.00	0.98	0.00	0.95	0.00	0.66	0.00	0.70
Avail Cap (c_a), veh/h	0	1019	0	363	0	1138	0	361
Upstream Filter (I)	0.00	0.58	0.00	1.00	0.00	0.84	0.00	1.00
Uniform Delay (d1), s/veh	0.0	32.0	0.0	35.5	0.0	35.3	0.0	33.5
Incr Delay (d2), s/veh	0.0	16.4	0.0	34.3	0.0	2.6	0.0	5.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	48.4	0.0	69.8	0.0	37.9	0.0	39.3
1st-Term Q (Q1), veh/ln	0.0	10.3	0.0	7.3	0.0	8.7	0.0	5.0
2nd-Term Q (Q2), veh/ln	0.0	2.3	0.0	3.5	0.0	0.4	0.0	0.6

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	12.6	0.0	10.7	0.0	9.1	0.0	5.6
%ile Storage Ratio (RQ%)	0.00	0.33	0.00	0.05	0.00	0.09	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	534	0	340	0	379	0	251
Grp Sat Flow (s), veh/h/ln	0	1610	0	1771	0	1732	0	1764
Q Serve Time (g_s), s	0.0	25.4	0.0	17.1	0.0	18.9	0.0	11.9
Cycle Q Clear Time (g_c), s	0.0	25.4	0.0	17.1	0.0	18.9	0.0	11.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.41	0.00	0.54	0.00	0.43
Lane Grp Cap (c), veh/h	0	454	0	356	0	570	0	353
V/C Ratio (X)	0.00	1.18	0.00	0.96	0.00	0.67	0.00	0.71
Avail Cap (c_a), veh/h	0	454	0	356	0	570	0	353
Upstream Filter (I)	0.00	0.58	0.00	1.00	0.00	0.84	0.00	1.00
Uniform Delay (d1), s/veh	0.0	23.9	0.0	35.6	0.0	35.3	0.0	33.6
Incr Delay (d2), s/veh	0.0	92.0	0.0	36.0	0.0	5.1	0.0	6.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	115.9	0.0	71.6	0.0	40.4	0.0	40.1
1st-Term Q (Q1), veh/ln	0.0	7.3	0.0	7.2	0.0	8.7	0.0	5.0
2nd-Term Q (Q2), veh/ln	0.0	11.6	0.0	3.6	0.0	0.8	0.0	0.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	18.9	0.0	10.8	0.0	9.5	0.0	5.6
%ile Storage Ratio (RQ%)	0.00	0.49	0.00	0.05	0.00	0.09	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	19.9	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	60.6
HCM 6th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	214	387	229	828	1809	0	0	1316	772
Future Volume (veh/h)	0	0	0	214	387	229	828	1809	0	0	1316	772
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1800	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				225	407	241	872	1904	0	0	1385	813
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				166	301	403	550	2458	0	0	1236	551
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Prop Arrive On Green				0.25	0.25	0.25	0.61	1.00	0.00	0.00	0.68	0.34
Unsig. Movement Delay												
Ln Grp Delay, s/veh				221.7	0.0	45.4	290.0	0.2	0.0	0.0	81.5	262.0
Ln Grp LOS				F	A	D	F	A	A	A	F	F
Approach Vol, veh/h					873			2776			2198	
Approach Delay, s/veh					173.1			91.2			148.2	
Approach LOS					F			F			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		93.0	37.0		44.0	49.0		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		88.5	32.5		39.5	44.5		
Max Allow Headway (MAH), s		5.2	5.0		3.8	4.8		
Max Q Clear (g_c+I1), s		2.0	34.5		41.5	46.5		
Green Ext Time (g_e), s		34.0	0.0		0.0	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	1.00		1.00	0.00		
Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			665		1810	0		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3705	1202			3705		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1610			1610		
Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0
Lane Assignment			L+T		L (Prot)			

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	632	0	872	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1867	0	1810	0	0	0
Q Serve Time (g_s), s	0.0	0.0	32.5	0.0	39.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	32.5	0.0	39.5	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	44.5	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.36	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	467	0	550	0	0	0
V/C Ratio (X)	0.00	0.00	1.35	0.00	1.59	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	467	0	550	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.09	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	48.8	0.0	25.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	173.0	0.0	264.5	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	221.7	0.0	290.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	15.1	0.0	11.7	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	22.4	0.0	40.4	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	37.5	0.0	52.1	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.91	0.00	8.69	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	41.3	0.0	80.5	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.3	0.0	0.4	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1904	0	0	0	1385	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	44.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	44.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	2458	0	0	0	1236	0	0
V/C Ratio (X)	0.00	0.77	0.00	0.00	0.00	1.12	0.00	0.00
Avail Cap (c_a), veh/h	0	2458	0	0	0	1236	0	0
Upstream Filter (I)	0.00	0.09	0.00	0.00	0.00	0.55	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	20.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	61.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.2	0.0	0.0	0.0	81.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	11.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	10.5	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.0	0.0	21.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.56	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	37.3	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	241	0	0	813	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1610	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	17.2	0.0	0.0	44.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	17.2	0.0	0.0	44.5	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	403	0	0	551	0	0
V/C Ratio (X)	0.00	0.00	0.60	0.00	0.00	1.48	0.00	0.00
Avail Cap (c_a), veh/h	0	0	403	0	0	551	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.55	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	43.0	0.0	0.0	42.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	2.4	0.0	0.0	219.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	45.4	0.0	0.0	262.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	6.9	0.0	0.0	17.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.3	0.0	0.0	33.6	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	7.1	0.0	0.0	51.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.17	0.00	0.00	1.33	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	65.5	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	124.9
HCM 6th LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	450	85	660	0	0	0	0	1554	509	327	1013	0
Future Volume (veh/h)	450	85	660	0	0	0	0	1554	509	327	1013	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	474	89	695				0	1636	536	344	1066	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	466	88	489				0	1561	661	328	2263	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	1.00	2.00	2.00	1.00
Prop Arrive On Green	0.30	0.30	0.30				0.00	0.82	0.41	0.36	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	87.6	0.0	246.2				0.0	48.1	44.2	70.6	0.1	0.0
Ln Grp LOS	F	A	F				A	F	D	F	A	A
Approach Vol, veh/h		1258						2172			1410	
Approach Delay, s/veh		175.2						47.2			17.3	
Approach LOS		F						D			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		12.0		4.0		
Phs Duration (G+Y+Rc), s	28.1	57.9		44.0		86.0		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	23.6	53.4		39.5		81.5		
Max Allow Headway (MAH), s	3.8	4.9		5.5		5.2		
Max Q Clear (g_c+I1), s	25.6	55.4		41.5		2.0		
Green Ext Time (g_e), s	0.0	0.0		0.0		10.6		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	1810	0		1535				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3800		288		3705		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1610		1610		0		

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

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	344	0	0	563	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	0	1823	0	0	0	0
Q Serve Time (g_s), s	23.6	0.0	0.0	39.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	23.6	0.0	0.0	39.5	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	53.4	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.84	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	328	0	0	554	0	0	0	0
V/C Ratio (X)	1.05	0.00	0.00	1.02	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	328	0	0	554	0	0	0	0
Upstream Filter (I)	0.09	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	41.4	0.0	0.0	45.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	29.2	0.0	0.0	42.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	70.6	0.0	0.0	87.6	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	8.9	0.0	0.0	17.7	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	2.7	0.0	0.0	6.5	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	11.5	0.0	0.0	24.2	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.92	0.00	0.00	0.71	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	3.9	0.0	0.0	2.3	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1636	0	0	0	1066	0	0
Grp Sat Flow (s), veh/h/ln	0	1900	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	53.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	53.4	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1561	0	0	0	2263	0	0
V/C Ratio (X)	0.00	1.05	0.00	0.00	0.00	0.47	0.00	0.00
Avail Cap (c_a), veh/h	0	1561	0	0	0	2263	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.09	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.6	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	36.5	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	48.1	0.0	0.0	0.0	0.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	7.9	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	12.9	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.24	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		T+R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	536	0	695	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	0	1610	0	0	0	0
Q Serve Time (g_s), s	0.0	38.2	0.0	39.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	38.2	0.0	39.5	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	661	0	489	0	0	0	0
V/C Ratio (X)	0.00	0.81	0.00	1.42	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	661	0	489	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	33.8	0.0	45.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	10.4	0.0	201.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	44.2	0.0	246.2	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	14.8	0.0	15.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.9	0.0	27.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	16.7	0.0	42.9	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.31	0.00	1.26	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	51.4	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		71.7						
HCM 6th LOS		E						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1296	667	539	664	0	0	0	0	454	7	278
Future Volume (veh/h)	0	1296	667	539	664	0	0	0	0	454	7	278
Number	7	4	14	3	8	18				1	6	16
Initial Q, veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	0	1900	1900	1700	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1364	0	567	699	0				478	7	293
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Opposing Right Turn Influence	No			Yes						Yes		
Cap, veh/h	0	1304		628	2206	0				515	8	465
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Prop Arrive On Green	0.00	0.36	0.00	0.40	1.00	0.00				0.29	0.29	0.29
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	52.1	0.0	37.7	0.1	0.0				56.0	0.0	34.2
Ln Grp LOS	A	F		D	A	A				E	A	C
Approach Vol, veh/h		1364			1266						778	
Approach Delay, s/veh		52.1			16.9						47.8	
Approach LOS		D			B						D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	6		3	4				8
Case No	11.0		2.0	7.0				4.0
Phs Duration (G+Y+Rc), s	30.5		22.5	37.0				59.5
Change Period (Y+Rc), s	4.5		4.5	4.5				4.5
Max Green (Gmax), s	23.5		20.5	32.5				57.5
Max Allow Headway (MAH), s	4.9		3.8	5.2				5.2
Max Q Clear (g_c+I1), s	25.4		17.3	34.5				2.0
Green Ext Time (g_e), s	0.0		0.8	0.0				5.8
Prob of Phs Call (p_c)	1.00		1.00	1.00				1.00
Prob of Max Out (p_x)	0.00		1.00	1.00				0.00

Left-Turn Movement Data			
Assigned Mvmt	1	3	7
Mvmt Sat Flow, veh/h	1785	3141	0

Through Movement Data			
Assigned Mvmt	6	4	8
Mvmt Sat Flow, veh/h	26	3705	3705

Right-Turn Movement Data			
Assigned Mvmt	16	14	18
Mvmt Sat Flow, veh/h	1610	1610	0

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

Lanes in Grp	1	0	2	0	0	0	0	0
Grp Vol (v), veh/h	485	0	567	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1811	0	1570	0	0	0	0	0
Q Serve Time (g_s), s	23.4	0.0	15.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	23.4	0.0	15.3	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	32.5	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.99	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	523	0	628	0	0	0	0	0
V/C Ratio (X)	0.93	0.00	0.90	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	523	0	715	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.82	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	31.1	0.0	26.2	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	24.9	0.0	11.6	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	56.0	0.0	37.7	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	9.9	0.0	4.2	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	3.6	0.0	1.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	13.5	0.0	5.2	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.05	0.00	0.32	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	6	0	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	2
Grp Vol (v), veh/h	0	0	0	1364	0	0	0	699
Grp Sat Flow (s), veh/h/ln	0	0	0	1805	0	0	0	1805
Q Serve Time (g_s), s	0.0	0.0	0.0	32.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	32.5	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	1304	0	0	0	2206
V/C Ratio (X)	0.00	0.00	0.00	1.05	0.00	0.00	0.00	0.32
Avail Cap (c_a), veh/h	0	0	0	1304	0	0	0	2306
Upstream Filter (I)	0.00	0.00	0.00	0.09	0.00	0.00	0.00	0.82
Uniform Delay (d1), s/veh	0.0	0.0	0.0	28.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	23.4	0.0	0.0	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	52.1	0.0	0.0	0.0	0.1
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	13.3	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	4.2	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	17.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.17	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	15.1	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	16	0	0	14	0	0	0	18
Lane Assignment	R			R				
Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	293	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1610	0	0	1610	0	0	0	0
Q Serve Time (g_s), s	14.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	14.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	465	0	0	581	0	0	0	0
V/C Ratio (X)	0.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	465	0	0	581	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	6.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	34.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	6.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	38.1
HCM 6th LOS	D

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	1357	0	0	847	459	283	3	660	0	0	0
Future Volume (veh/h)	315	1357	0	0	847	459	283	3	660	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	332	1428	0	0	892	483	300	0	695			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Opposing Right Turn Influence	Yes			No			Yes					
Cap, veh/h	366	1861	0	0	1308	406	1391	0	1238			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.43	1.00	0.00	0.00	0.25	0.25	0.38	0.00	0.38			
Unsig. Movement Delay												
Ln Grp Delay, s/veh	25.9	0.1	0.0	0.0	31.9	140.9	19.0	0.0	23.6			
Ln Grp LOS	C	A	A	A	C	F	B	A	C			
Approach Vol, veh/h		1760			1375			995				
Approach Delay, s/veh		5.0			70.2			22.2				
Approach LOS		A			E			C				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Case No		9.0		4.0			2.0	7.0
Phs Duration (G+Y+Rc), s		39.1		50.9			23.7	27.2
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5
Max Green (Gmax), s		19.3		61.7			34.5	22.7
Max Allow Headway (MAH), s		4.0		5.2			3.8	4.8
Max Q Clear (g_c+I1), s		17.2		2.0			18.3	24.7
Green Ext Time (g_e), s		1.0		17.2			0.9	0.0
Prob of Phs Call (p_c)		1.00		1.00			1.00	1.00
Prob of Max Out (p_x)		0.00		0.04			0.00	1.00

Left-Turn Movement Data								
Assigned Mvmt		5					7	3
Mvmt Sat Flow, veh/h		3619					1714	0

Through Movement Data								
Assigned Mvmt		2		4				8
Mvmt Sat Flow, veh/h		0		3705				5358

Right-Turn Movement Data								
Assigned Mvmt		12		14				18
Mvmt Sat Flow, veh/h		3220		0				1610

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

Lanes in Grp	0	2	0	0	0	0	1	0
Grp Vol (v), veh/h	0	300	0	0	0	0	332	0
Grp Sat Flow (s), veh/h/ln	0	1810	0	0	0	0	1714	0
Q Serve Time (g_s), s	0.0	5.0	0.0	0.0	0.0	0.0	16.3	0.0
Cycle Q Clear Time (g_c), s	0.0	5.0	0.0	0.0	0.0	0.0	16.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1810	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.7
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	1391	0	0	0	0	366	0
V/C Ratio (X)	0.00	0.22	0.00	0.00	0.00	0.00	0.91	0.00
Avail Cap (c_a), veh/h	0	1391	0	0	0	0	657	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.09	0.00
Uniform Delay (d1), s/veh	0.0	18.6	0.0	0.0	0.0	0.0	25.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.0	1.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	19.0	0.0	0.0	0.0	0.0	25.9	0.0
1st-Term Q (Q1), veh/ln	0.0	2.0	0.0	0.0	0.0	0.0	4.7	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.1	0.0	0.0	0.0	0.0	4.8	0.0
%ile Storage Ratio (RQ%)	0.00	0.10	0.00	0.00	0.00	0.00	1.34	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	3
Grp Vol (v), veh/h	0	0	0	1428	0	0	0	892
Grp Sat Flow (s), veh/h/ln	0	0	0	1805	0	0	0	1729
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0
Lane Grp Cap (c), veh/h	0	0	0	1861	0	0	0	1308
V/C Ratio (X)	0.00	0.00	0.00	0.77	0.00	0.00	0.00	0.68
Avail Cap (c_a), veh/h	0	0	0	2475	0	0	0	1308
Upstream Filter (I)	0.00	0.00	0.00	0.09	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	1.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	31.9
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment		R						R
Lanes in Grp	0	2	0	0	0	0	0	1
Grp Vol (v), veh/h	0	695	0	0	0	0	0	483
Grp Sat Flow (s), veh/h/ln	0	1610	0	0	0	0	0	1610
Q Serve Time (g_s), s	0.0	15.2	0.0	0.0	0.0	0.0	0.0	22.7
Cycle Q Clear Time (g_c), s	0.0	15.2	0.0	0.0	0.0	0.0	0.0	22.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	1238	0	0	0	0	0	406
V/C Ratio (X)	0.00	0.56	0.00	0.00	0.00	0.00	0.00	1.19
Avail Cap (c_a), veh/h	0	1238	0	0	0	0	0	406
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	21.7	0.0	0.0	0.0	0.0	0.0	33.7
Incr Delay (d2), s/veh	0.0	1.8	0.0	0.0	0.0	0.0	0.0	107.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.6	0.0	0.0	0.0	0.0	0.0	140.9
1st-Term Q (Q1), veh/ln	0.0	5.6	0.0	0.0	0.0	0.0	0.0	8.6
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	12.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.9	0.0	0.0	0.0	0.0	0.0	20.7
%ile Storage Ratio (RQ%)	0.00	0.27	0.00	0.00	0.00	0.00	0.00	1.44
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.2
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3

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

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	897	98	197	477	259	35	55	307	313	594	227
Future Volume (veh/h)	194	897	98	197	477	259	35	55	307	313	594	227
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1000	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	204	944	103	207	502	273	37	58	323	329	625	239
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	213	989	232	215	522	443	57	392	332	352	937	358
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.25	0.55	0.55	0.25	0.55	0.27	0.03	0.21	0.21	0.19	0.37	0.37
Unsig. Movement Delay												
Ln Grp Delay, s/veh	73.7	34.5	17.2	44.4	25.2	28.7	54.4	30.0	78.5	67.4	29.1	29.4
Ln Grp LOS	E	C	B	D	C	C	D	C	E	E	C	C
Approach Vol, veh/h		1251			982			418			1193	
Approach Delay, s/veh		39.5			30.2			69.7			39.8	
Approach LOS		D			C			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	22.0	23.1	15.8	29.1	7.5	37.5	15.7	29.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	17.5	18.5	11.3	24.7	5.1	30.9	11.2	24.8
Max Allow Headway (MAH), s	3.8	4.2	3.8	5.1	3.8	5.3	3.8	4.8
Max Q Clear (g_c+I1), s	18.1	19.9	12.7	24.3	3.9	20.5	12.6	24.7
Green Ext Time (g_e), s	0.0	0.0	0.0	0.3	0.0	4.1	0.0	0.1
Prob of Phs Call (p_c)	1.00	1.00	0.99	1.00	0.60	1.00	0.99	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1810		1714		1714		1714	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1900		3610		2554		1900

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1610		847		976		1610

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	329	0	207	0	37	0	204	0
Grp Sat Flow (s), veh/h/ln	1810	0	1714	0	1714	0	1714	0
Q Serve Time (g_s), s	16.1	0.0	10.7	0.0	1.9	0.0	10.6	0.0
Cycle Q Clear Time (g_c), s	16.1	0.0	10.7	0.0	1.9	0.0	10.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	352	0	215	0	57	0	213	0
V/C Ratio (X)	0.94	0.00	0.96	0.00	0.64	0.00	0.96	0.00
Avail Cap (c_a), veh/h	352	0	215	0	97	0	213	0
Upstream Filter (I)	1.00	0.00	0.09	0.00	1.00	0.00	0.71	0.00
Uniform Delay (d1), s/veh	35.7	0.0	33.5	0.0	43.0	0.0	33.6	0.0
Incr Delay (d2), s/veh	31.7	0.0	10.9	0.0	11.4	0.0	40.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	67.4	0.0	44.4	0.0	54.4	0.0	73.7	0.0
1st-Term Q (Q1), veh/ln	6.9	0.0	3.7	0.0	0.8	0.0	3.7	0.0
2nd-Term Q (Q2), veh/ln	3.1	0.0	0.7	0.0	0.2	0.0	2.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	10.0	0.0	4.4	0.0	1.0	0.0	6.1	0.0
%ile Storage Ratio (RQ%)	2.51	0.00	0.18	0.00	0.11	0.00	0.58	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	2	0	1	0	1
Grp Vol (v), veh/h	0	58	0	944	0	442	0	502
Grp Sat Flow (s), veh/h/ln	0	1900	0	1805	0	1805	0	1900
Q Serve Time (g_s), s	0.0	2.2	0.0	22.3	0.0	18.5	0.0	22.7
Cycle Q Clear Time (g_c), s	0.0	2.2	0.0	22.3	0.0	18.5	0.0	22.7
Lane Grp Cap (c), veh/h	0	392	0	989	0	663	0	522
V/C Ratio (X)	0.00	0.15	0.00	0.95	0.00	0.67	0.00	0.96
Avail Cap (c_a), veh/h	0	392	0	991	0	663	0	524
Upstream Filter (I)	0.00	1.00	0.00	0.71	0.00	1.00	0.00	0.09
Uniform Delay (d1), s/veh	0.0	29.3	0.0	19.8	0.0	23.9	0.0	19.8
Incr Delay (d2), s/veh	0.0	0.8	0.0	14.7	0.0	5.2	0.0	5.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	30.0	0.0	34.5	0.0	29.1	0.0	25.2
1st-Term Q (Q1), veh/ln	0.0	1.0	0.0	5.5	0.0	7.6	0.0	5.8
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	2.0	0.0	1.0	0.0	0.8

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.1	0.0	7.5	0.0	8.5	0.0	6.6
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.10	0.00	1.35	0.00	0.27
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	323	0	103	0	422	0	273
Grp Sat Flow (s), veh/h/ln	0	1610	0	847	0	1724	0	1610
Q Serve Time (g_s), s	0.0	17.9	0.0	6.5	0.0	18.5	0.0	13.3
Cycle Q Clear Time (g_c), s	0.0	17.9	0.0	6.5	0.0	18.5	0.0	13.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.57	0.00	1.00
Lane Grp Cap (c), veh/h	0	332	0	232	0	633	0	443
V/C Ratio (X)	0.00	0.97	0.00	0.44	0.00	0.67	0.00	0.62
Avail Cap (c_a), veh/h	0	332	0	233	0	633	0	444
Upstream Filter (I)	0.00	1.00	0.00	0.71	0.00	1.00	0.00	0.09
Uniform Delay (d1), s/veh	0.0	35.5	0.0	16.3	0.0	23.9	0.0	28.5
Incr Delay (d2), s/veh	0.0	43.0	0.0	0.9	0.0	5.5	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	78.5	0.0	17.2	0.0	29.4	0.0	28.7
1st-Term Q (Q1), veh/ln	0.0	6.8	0.0	1.1	0.0	7.2	0.0	5.0
2nd-Term Q (Q2), veh/ln	0.0	4.0	0.0	0.1	0.0	1.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	10.8	0.0	1.1	0.0	8.2	0.0	5.0
%ile Storage Ratio (RQ%)	0.00	0.58	0.00	0.01	0.00	1.30	0.00	0.21
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	40.5
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	648	787	247	101	975	531	104	613	76	336	29	222
Future Volume (veh/h)	648	787	247	101	975	531	104	613	76	336	29	222
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	682	828	260	106	1026	559	109	645	80	354	31	234
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	495	919	779	120	753	638	132	597	266	258	44	334
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.32	0.97	0.97	0.14	0.79	0.40	0.08	0.17	0.17	0.14	0.23	0.23
Unsig. Movement Delay												
Ln Grp Delay, s/veh	218.8	6.2	1.2	103.7	185.4	49.4	84.1	114.7	50.5	247.0	0.0	56.2
Ln Grp LOS	F	A	A	F	F	D	F	F	D	F	A	E
Approach Vol, veh/h		1770			1691			834			619	
Approach Delay, s/veh		87.4			135.3			104.5			165.3	
Approach LOS		F			F			F			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	23.0	26.0	13.6	67.4	14.5	34.5	25.0	56.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	18.5	21.5	9.1	62.9	12.1	27.9	20.5	51.5
Max Allow Headway (MAH), s	3.8	5.1	3.7	4.7	3.8	5.5	3.7	4.6
Max Q Clear (g_c+I1), s	20.5	23.5	9.9	16.3	10.1	21.3	22.5	53.5
Green Ext Time (g_e), s	0.0	0.0	0.0	7.8	0.0	0.8	0.0	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.98	1.00	0.98	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.01	1.00	0.00	1.00	1.00

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1810	1714	1714	3141

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3610	1900	192	1900

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1610	1610	1448	1610

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

Lanes in Grp	1	0	1	0	1	0	2	0
Grp Vol (v), veh/h	354	0	106	0	109	0	682	0
Grp Sat Flow (s), veh/h/ln	1810	0	1714	0	1714	0	1570	0
Q Serve Time (g_s), s	18.5	0.0	7.9	0.0	8.1	0.0	20.5	0.0
Cycle Q Clear Time (g_c), s	18.5	0.0	7.9	0.0	8.1	0.0	20.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	258	0	120	0	132	0	495	0
V/C Ratio (X)	1.37	0.00	0.88	0.00	0.83	0.00	1.38	0.00
Avail Cap (c_a), veh/h	258	0	120	0	160	0	495	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	0.36	0.00
Uniform Delay (d1), s/veh	55.8	0.0	55.4	0.0	59.2	0.0	44.5	0.0
Incr Delay (d2), s/veh	191.2	0.0	48.3	0.0	24.9	0.0	174.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	247.0	0.0	103.7	0.0	84.1	0.0	218.8	0.0
1st-Term Q (Q1), veh/ln	8.4	0.0	3.1	0.0	3.5	0.0	6.4	0.0
2nd-Term Q (Q2), veh/ln	13.7	0.0	1.6	0.0	0.9	0.0	12.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	22.1	0.0	4.7	0.0	4.5	0.0	18.4	0.0
%ile Storage Ratio (RQ%)	2.68	0.00	0.05	0.00	0.39	0.00	1.77	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	24.1	0.0	0.0	0.0	0.0	0.0	46.7	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T				T
Lanes in Grp	0	2	0	1	0	0	0	1
Grp Vol (v), veh/h	0	645	0	828	0	0	0	1026
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	0	0	1900
Q Serve Time (g_s), s	0.0	21.5	0.0	14.3	0.0	0.0	0.0	51.5
Cycle Q Clear Time (g_c), s	0.0	21.5	0.0	14.3	0.0	0.0	0.0	51.5
Lane Grp Cap (c), veh/h	0	597	0	919	0	0	0	753
V/C Ratio (X)	0.00	1.08	0.00	0.90	0.00	0.00	0.00	1.36
Avail Cap (c_a), veh/h	0	597	0	919	0	0	0	753
Upstream Filter (I)	0.00	1.00	0.00	0.36	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	54.2	0.0	1.3	0.0	0.0	0.0	13.5
Incr Delay (d2), s/veh	0.0	60.4	0.0	4.9	0.0	0.0	0.0	171.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	114.7	0.0	6.2	0.0	0.0	0.0	185.4
1st-Term Q (Q1), veh/ln	0.0	9.7	0.0	0.8	0.0	0.0	0.0	5.5
2nd-Term Q (Q2), veh/ln	0.0	5.0	0.0	1.2	0.0	0.0	0.0	35.9

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	14.8	0.0	2.0	0.0	0.0	0.0	41.4
%ile Storage Ratio (RQ%)	0.00	1.30	0.00	0.08	0.00	0.00	0.00	0.48
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	12.0	0.0	0.0	0.0	0.0	0.0	68.3
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	80	0	260	0	265	0	559
Grp Sat Flow (s), veh/h/ln	0	1610	0	1610	0	1639	0	1610
Q Serve Time (g_s), s	0.0	5.7	0.0	1.0	0.0	19.3	0.0	41.7
Cycle Q Clear Time (g_c), s	0.0	5.7	0.0	1.0	0.0	19.3	0.0	41.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.88	0.00	1.00
Lane Grp Cap (c), veh/h	0	266	0	779	0	378	0	638
V/C Ratio (X)	0.00	0.30	0.00	0.33	0.00	0.70	0.00	0.88
Avail Cap (c_a), veh/h	0	266	0	779	0	378	0	638
Upstream Filter (I)	0.00	1.00	0.00	0.36	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	47.6	0.0	1.1	0.0	45.9	0.0	36.3
Incr Delay (d2), s/veh	0.0	2.9	0.0	0.1	0.0	10.3	0.0	13.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	50.5	0.0	1.2	0.0	56.2	0.0	49.4
1st-Term Q (Q1), veh/ln	0.0	2.2	0.0	0.2	0.0	7.9	0.0	15.6
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	1.1	0.0	2.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.4	0.0	0.3	0.0	8.9	0.0	17.9
%ile Storage Ratio (RQ%)	0.00	0.87	0.00	0.01	0.00	1.09	0.00	0.21
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	116.6
HCM 6th LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	370	4	210	643	600	0	0	614	818
Future Volume (veh/h)	0	0	0	370	4	210	643	600	0	0	614	818
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1800	1900	1900	1700	1900	0	0	1900	1900
Adj Flow Rate, veh/h				389	4	221	677	632	0	0	646	861
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				416	4	374	715	2501	0	0	2218	689
HCM Platoon Ratio				1.66	1.66	1.00	2.00	2.00	1.00	1.00	2.00	2.00
Prop Arrive On Green				0.39	0.39	0.23	0.46	1.00	0.00	0.00	0.86	0.86
Unsig. Movement Delay												
Ln Grp Delay, s/veh				62.4	0.0	43.1	47.7	0.2	0.0	0.0	5.5	133.1
Ln Grp LOS				E	A	D	D	A	A	A	A	F
Approach Vol, veh/h					614			1309			1507	
Approach Delay, s/veh					55.4			24.8			78.4	
Approach LOS					E			C			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		87.6	32.4		31.8	55.8		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		81.5	29.5		28.5	48.5		
Max Allow Headway (MAH), s		5.2	4.9		3.8	4.5		
Max Q Clear (g_c+I1), s		2.0	27.0		26.8	53.3		
Green Ext Time (g_e), s		5.1	0.8		0.5	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	1.00		1.00	0.00		
Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			1792		3141	0		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3705	18			5358		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1610			1610		
Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0
Lane Assignment			L+T		L (Prot)			

Lanes in Grp	0	0	1	0	2	0	0	0
Grp Vol (v), veh/h	0	0	393	0	677	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1810	0	1570	0	0	0
Q Serve Time (g_s), s	0.0	0.0	25.0	0.0	24.8	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	25.0	0.0	24.8	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	51.3	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.99	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	420	0	715	0	0	0
V/C Ratio (X)	0.00	0.00	0.93	0.00	0.95	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	445	0	746	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.68	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	36.0	0.0	32.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	26.4	0.0	15.8	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	62.4	0.0	47.7	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	9.6	0.0	7.4	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	3.1	0.0	1.6	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	12.7	0.0	8.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.26	0.00	0.85	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	3	0	0
Grp Vol (v), veh/h	0	632	0	0	0	646	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1729	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0
Lane Grp Cap (c), veh/h	0	2501	0	0	0	2218	0	0
V/C Ratio (X)	0.00	0.25	0.00	0.00	0.00	0.29	0.00	0.00
Avail Cap (c_a), veh/h	0	2501	0	0	0	2218	0	0
Upstream Filter (I)	0.00	0.68	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	5.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	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
Control Delay (d), s/veh	0.0	0.2	0.0	0.0	0.0	5.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.0	0.0	1.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	221	0	0	861	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1610	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	14.7	0.0	0.0	51.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	14.7	0.0	0.0	51.3	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	374	0	0	689	0	0
V/C Ratio (X)	0.00	0.00	0.59	0.00	0.00	1.25	0.00	0.00
Avail Cap (c_a), veh/h	0	0	396	0	0	689	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	41.0	0.0	0.0	8.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	2.1	0.0	0.0	124.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	43.1	0.0	0.0	133.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	5.8	0.0	0.0	3.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.2	0.0	0.0	23.8	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	6.0	0.0	0.0	27.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.12	0.00	0.00	0.59	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	43.1	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.8
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	612	5	548	0	0	0	0	682	301	120	665	0
Future Volume (veh/h)	612	5	548	0	0	0	0	682	301	120	665	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900				0	1900	1900	1700	1900	0
Adj Flow Rate, veh/h	644	5	577				0	718	317	126	700	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	671	5	626				0	1609	499	230	1655	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.66	1.66	1.66	1.66	1.00
Prop Arrive On Green	0.39	0.39	0.39				0.00	0.51	0.51	0.12	0.76	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	42.8	0.0	36.5				0.0	12.2	18.1	27.4	5.1	0.0
Ln Grp LOS	D	A	D				A	B	B	C	A	A
Approach Vol, veh/h		1226						1035			826	
Approach Delay, s/veh		39.8						14.0			8.5	
Approach LOS		D						B			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		10.0		4.0		
Phs Duration (G+Y+Rc), s	8.9	23.1		28.0		32.0		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	5.0	18.0		23.5		27.5		
Max Allow Headway (MAH), s	3.8	4.9		4.6		5.2		
Max Q Clear (g_c+I1), s	4.3	10.5		24.0		6.1		
Green Ext Time (g_e), s	0.0	3.6		0.0		4.9		
Prob of Phs Call (p_c)	0.88	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	3141	0		1714				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5358		14		3705		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1610		1598		0		

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

Lanes in Grp	2	0	0	1	0	0	0	0
Grp Vol (v), veh/h	126	0	0	644	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1570	0	0	1714	0	0	0	0
Q Serve Time (g_s), s	2.3	0.0	0.0	22.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	2.3	0.0	0.0	22.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1714	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	18.6	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	230	0	0	671	0	0	0	0
V/C Ratio (X)	0.55	0.00	0.00	0.96	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	262	0	0	671	0	0	0	0
Upstream Filter (I)	0.96	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	25.4	0.0	0.0	17.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	27.4	0.0	0.0	42.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.8	0.0	0.0	7.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	4.7	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.8	0.0	0.0	12.1	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.08	0.00	0.00	0.21	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	3	0	0	0	2	0	0
Grp Vol (v), veh/h	0	718	0	0	0	700	0	0
Grp Sat Flow (s), veh/h/ln	0	1729	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	5.2	0.0	0.0	0.0	4.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.2	0.0	0.0	0.0	4.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	1609	0	0	0	1655	0	0
V/C Ratio (X)	0.00	0.45	0.00	0.00	0.00	0.42	0.00	0.00
Avail Cap (c_a), veh/h	0	1609	0	0	0	1655	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.96	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.3	0.0	0.0	0.0	4.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.0	0.0	0.0	0.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.2	0.0	0.0	0.0	5.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.6	0.0	0.0	0.0	1.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.7	0.0	0.0	0.0	1.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.00	0.00	0.12	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		T+R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	317	0	582	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	0	1612	0	0	0	0
Q Serve Time (g_s), s	0.0	8.5	0.0	20.6	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	8.5	0.0	20.6	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.99	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	499	0	631	0	0	0	0
V/C Ratio (X)	0.00	0.63	0.00	0.92	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	499	0	631	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	12.1	0.0	17.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	6.0	0.0	19.1	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	18.1	0.0	36.5	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.2	0.0	6.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.8	0.0	3.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.1	0.0	9.9	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.10	0.00	0.17	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		22.8						
HCM 6th LOS		C						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	754	143	442	938	130	113	393	478	202	505	60
Future Volume (veh/h)	64	754	143	442	938	130	113	393	478	202	505	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	67	794	151	465	987	137	119	414	503	213	532	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	85	772	147	442	1475	205	146	664	712	223	722	85
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Prop Arrive On Green	0.05	0.26	0.26	0.26	0.46	0.46	0.11	0.24	0.24	0.12	0.22	0.22
Unsig. Movement Delay												
Ln Grp Delay, s/veh	61.4	86.8	86.9	91.0	22.7	22.7	62.9	38.2	26.2	91.7	47.5	47.6
Ln Grp LOS	E	F	F	F	C	C	E	D	C	F	D	D
Approach Vol, veh/h		1012			1589			1036			808	
Approach Delay, s/veh		85.2			42.6			35.2			59.2	
Approach LOS		F			D			D			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	16.8	22.9	30.3	30.0	13.0	26.7	9.5	50.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	12.3	18.4	25.8	25.5	9.9	20.8	9.2	42.1
Max Allow Headway (MAH), s	3.8	4.6	3.8	5.3	3.8	5.3	3.8	5.3
Max Q Clear (g_c+I1), s	13.7	20.4	27.8	27.5	8.8	17.3	5.9	26.1
Green Ext Time (g_e), s	0.0	0.0	0.0	0.0	0.0	1.2	0.0	6.9
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.96	1.00	0.84	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.39

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1810	1714	1714	1714

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3610	3026	3252	3184

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1610	575	384	442

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

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	213	0	465	0	119	0	67	0
Grp Sat Flow (s), veh/h/ln	1810	0	1714	0	1714	0	1714	0
Q Serve Time (g_s), s	11.7	0.0	25.8	0.0	6.8	0.0	3.9	0.0
Cycle Q Clear Time (g_c), s	11.7	0.0	25.8	0.0	6.8	0.0	3.9	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	223	0	442	0	146	0	85	0
V/C Ratio (X)	0.96	0.00	1.05	0.00	0.82	0.00	0.78	0.00
Avail Cap (c_a), veh/h	223	0	442	0	170	0	158	0
Upstream Filter (I)	1.00	0.00	0.86	0.00	0.81	0.00	1.00	0.00
Uniform Delay (d1), s/veh	43.6	0.0	37.1	0.0	43.6	0.0	47.0	0.0
Incr Delay (d2), s/veh	48.1	0.0	53.9	0.0	19.3	0.0	14.5	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	91.7	0.0	91.0	0.0	62.9	0.0	61.4	0.0
1st-Term Q (Q1), veh/ln	5.2	0.0	10.6	0.0	2.8	0.0	1.6	0.0
2nd-Term Q (Q2), veh/ln	3.0	0.0	6.6	0.0	0.8	0.0	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	8.2	0.0	17.2	0.0	3.6	0.0	2.0	0.0
%ile Storage Ratio (RQ%)	0.13	0.00	0.16	0.00	0.18	0.00	0.03	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	5.7	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	1	0	1
Grp Vol (v), veh/h	0	414	0	474	0	295	0	559
Grp Sat Flow (s), veh/h/ln	0	1805	0	1805	0	1805	0	1805
Q Serve Time (g_s), s	0.0	10.2	0.0	25.5	0.0	15.2	0.0	24.1
Cycle Q Clear Time (g_c), s	0.0	10.2	0.0	25.5	0.0	15.2	0.0	24.1
Lane Grp Cap (c), veh/h	0	664	0	460	0	401	0	836
V/C Ratio (X)	0.00	0.62	0.00	1.03	0.00	0.73	0.00	0.67
Avail Cap (c_a), veh/h	0	664	0	460	0	401	0	836
Upstream Filter (I)	0.00	0.81	0.00	1.00	0.00	1.00	0.00	0.86
Uniform Delay (d1), s/veh	0.0	34.7	0.0	37.3	0.0	36.2	0.0	20.9
Incr Delay (d2), s/veh	0.0	3.6	0.0	49.6	0.0	11.4	0.0	1.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	38.2	0.0	86.8	0.0	47.5	0.0	22.7
1st-Term Q (Q1), veh/ln	0.0	4.2	0.0	11.0	0.0	6.6	0.0	9.7
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	6.3	0.0	1.3	0.0	0.4

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.6	0.0	17.3	0.0	7.9	0.0	10.2
%ile Storage Ratio (RQ%)	0.00	0.23	0.00	0.23	0.00	0.12	0.00	0.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	503	0	471	0	300	0	565
Grp Sat Flow (s), veh/h/ln	0	1610	0	1796	0	1831	0	1820
Q Serve Time (g_s), s	0.0	18.4	0.0	25.5	0.0	15.3	0.0	24.1
Cycle Q Clear Time (g_c), s	0.0	18.4	0.0	25.5	0.0	15.3	0.0	24.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1610.2	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	25.8	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.32	0.00	0.21	0.00	0.24
Lane Grp Cap (c), veh/h	0	712	0	458	0	407	0	843
V/C Ratio (X)	0.00	0.71	0.00	1.03	0.00	0.74	0.00	0.67
Avail Cap (c_a), veh/h	0	712	0	458	0	407	0	843
Upstream Filter (I)	0.00	0.81	0.00	1.00	0.00	1.00	0.00	0.86
Uniform Delay (d1), s/veh	0.0	21.4	0.0	37.3	0.0	36.2	0.0	20.9
Incr Delay (d2), s/veh	0.0	4.8	0.0	49.7	0.0	11.4	0.0	1.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.2	0.0	86.9	0.0	47.6	0.0	22.7
1st-Term Q (Q1), veh/ln	0.0	9.0	0.0	10.9	0.0	6.7	0.0	9.8
2nd-Term Q (Q2), veh/ln	0.0	0.9	0.0	6.3	0.0	1.3	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	10.0	0.0	17.3	0.0	8.0	0.0	10.3
%ile Storage Ratio (RQ%)	0.00	0.51	0.00	0.23	0.00	0.13	0.00	0.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.6
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	3	327	50	50	423	198	477	6	19	759	250
Future Volume (veh/h)	150	3	327	50	50	423	198	477	6	19	759	250
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	158	3	0	53	53	445	208	502	6	20	799	263
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	215	489		67	433	367	239	1835	22	39	1024	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.66	2.00
Prop Arrive On Green	0.07	0.26	0.00	0.04	0.23	0.23	0.14	0.50	0.50	0.02	0.64	0.77
Unsig. Movement Delay												
Ln Grp Delay, s/veh	57.4	27.6	0.0	65.8	30.8	156.7	64.1	15.1	15.1	51.7	17.9	15.0
Ln Grp LOS	E	C		E	C	F	E	B	B	D	B	B
Approach Vol, veh/h		161			551			716			1082	
Approach Delay, s/veh		56.9			135.8			29.3			17.1	
Approach LOS		E			F			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	3.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	6.6	54.7	8.4	30.2	18.5	42.9	11.4	27.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.5	46.7	8.6	21.2	16.2	36.0	7.0	22.8
Max Allow Headway (MAH), s	3.8	5.2	3.8	5.2	3.8	5.3	3.8	4.2
Max Q Clear (g_c+I1), s	3.1	9.9	5.1	2.1	13.9	23.6	6.9	24.8
Green Ext Time (g_e), s	0.0	3.3	0.0	0.0	0.1	5.7	0.0	0.0
Prob of Phs Call (p_c)	0.43	1.00	0.77	1.00	1.00	1.00	0.99	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1810	1714	1714	3141

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3653	1900	2669	1900

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	44	1610	878	1610

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

Lanes in Grp	1	0	1	0	1	0	2	0
Grp Vol (v), veh/h	20	0	53	0	208	0	158	0
Grp Sat Flow (s), veh/h/ln	1810	0	1714	0	1714	0	1570	0
Q Serve Time (g_s), s	1.1	0.0	3.1	0.0	11.9	0.0	4.9	0.0
Cycle Q Clear Time (g_c), s	1.1	0.0	3.1	0.0	11.9	0.0	4.9	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	39	0	67	0	239	0	215	0
V/C Ratio (X)	0.52	0.00	0.79	0.00	0.87	0.00	0.73	0.00
Avail Cap (c_a), veh/h	100	0	147	0	278	0	220	0
Upstream Filter (I)	0.31	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	48.4	0.0	47.6	0.0	42.1	0.0	45.7	0.0
Incr Delay (d2), s/veh	3.3	0.0	18.1	0.0	22.0	0.0	11.8	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	51.7	0.0	65.8	0.0	64.1	0.0	57.4	0.0
1st-Term Q (Q1), veh/ln	0.5	0.0	1.3	0.0	5.0	0.0	1.9	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.3	0.0	1.5	0.0	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.5	0.0	1.6	0.0	6.4	0.0	2.3	0.0
%ile Storage Ratio (RQ%)	0.03	0.00	0.05	0.00	0.03	0.00	0.06	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	248	0	3	0	540	0	53
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	1805	0	1900
Q Serve Time (g_s), s	0.0	7.9	0.0	0.1	0.0	21.6	0.0	2.2
Cycle Q Clear Time (g_c), s	0.0	7.9	0.0	0.1	0.0	21.6	0.0	2.2
Lane Grp Cap (c), veh/h	0	906	0	489	0	693	0	433
V/C Ratio (X)	0.00	0.27	0.00	0.01	0.00	0.78	0.00	0.12
Avail Cap (c_a), veh/h	0	906	0	489	0	693	0	433
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.31	0.00	1.00
Uniform Delay (d1), s/veh	0.0	14.4	0.0	27.6	0.0	15.1	0.0	30.7
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	2.8	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.1	0.0	27.6	0.0	17.9	0.0	30.8
1st-Term Q (Q1), veh/ln	0.0	3.1	0.0	0.1	0.0	5.7	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.5	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.3	0.0	0.1	0.0	6.2	0.0	1.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.31	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	260	0	0	0	522	0	445
Grp Sat Flow (s), veh/h/ln	0	1892	0	1610	0	1742	0	1610
Q Serve Time (g_s), s	0.0	7.9	0.0	0.0	0.0	19.7	0.0	22.8
Cycle Q Clear Time (g_c), s	0.0	7.9	0.0	0.0	0.0	19.7	0.0	22.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	1610.2	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.02	0.00	1.00	0.00	0.50	0.00	1.00
Lane Grp Cap (c), veh/h	0	950	0	639	0	669	0	367
V/C Ratio (X)	0.00	0.27	0.00	0.00	0.00	0.78	0.00	1.21
Avail Cap (c_a), veh/h	0	950	0	639	0	669	0	367
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.31	0.00	1.00
Uniform Delay (d1), s/veh	0.0	14.4	0.0	0.0	0.0	12.1	0.0	38.6
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	2.9	0.0	118.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.1	0.0	0.0	0.0	15.0	0.0	156.7
1st-Term Q (Q1), veh/ln	0.0	3.3	0.0	0.0	0.0	4.2	0.0	8.8
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.5	0.0	12.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.5	0.0	0.0	0.0	4.7	0.0	20.9
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.00	0.24	0.00	0.61
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.5
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	49.2
HCM 6th LOS	D

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	82	48	391	559	90	132	599	206	58	675	182
Future Volume (veh/h)	83	82	48	391	559	90	132	599	206	58	675	182
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900	1700	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	87	86	51	412	588	95	139	631	217	61	711	192
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	109	390	174	476	708	316	165	1975	881	79	2014	537
HCM Platoon Ratio	1.66	1.66	1.66	1.66	1.66	1.66	1.66	1.66	1.66	1.66	1.66	1.00
Prop Arrive On Green	0.11	0.18	0.18	0.25	0.33	0.33	0.16	0.91	0.91	0.07	0.82	0.49
Unsig. Movement Delay												
Ln Grp Delay, s/veh	65.6	45.2	46.2	50.9	43.1	34.9	59.2	3.0	3.2	65.0	6.3	14.6
Ln Grp LOS	E	D	D	D	D	C	E	A	A	E	A	B
Approach Vol, veh/h		224			1095			987			964	
Approach Delay, s/veh		53.4			45.3			11.0			12.6	
Approach LOS		D			D			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	9.7	70.1	22.7	17.5	16.1	63.8	12.1	28.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	11.5	42.5	27.5	20.5	21.5	32.5	15.5	32.5
Max Allow Headway (MAH), s	3.8	4.9	3.8	4.8	3.8	5.3	3.8	5.1
Max Q Clear (g_c+I1), s	6.0	4.7	17.1	5.3	11.4	12.5	8.0	20.1
Green Ext Time (g_e), s	0.0	5.8	1.1	0.5	0.2	6.1	0.1	3.5
Prob of Phs Call (p_c)	0.87	1.00	1.00	1.00	0.99	1.00	0.94	1.00
Prob of Max Out (p_x)	0.11	0.00	0.02	0.00	0.00	0.00	0.02	0.21

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1810	3141	1714	1714

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3610	3610	4076	3610

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1610	1610	1087	1610

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

Lanes in Grp	1	0	2	0	1	0	1	0
Grp Vol (v), veh/h	61	0	412	0	139	0	87	0
Grp Sat Flow (s), veh/h/ln	1810	0	1570	0	1714	0	1714	0
Q Serve Time (g_s), s	4.0	0.0	15.1	0.0	9.4	0.0	6.0	0.0
Cycle Q Clear Time (g_c), s	4.0	0.0	15.1	0.0	9.4	0.0	6.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	79	0	476	0	165	0	109	0
V/C Ratio (X)	0.77	0.00	0.87	0.00	0.84	0.00	0.80	0.00
Avail Cap (c_a), veh/h	173	0	720	0	307	0	221	0
Upstream Filter (I)	0.65	0.00	1.00	0.00	0.88	0.00	1.00	0.00
Uniform Delay (d1), s/veh	55.1	0.0	43.7	0.0	49.5	0.0	52.9	0.0
Incr Delay (d2), s/veh	10.0	0.0	7.2	0.0	9.7	0.0	12.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	65.0	0.0	50.9	0.0	59.2	0.0	65.6	0.0
1st-Term Q (Q1), veh/ln	1.8	0.0	5.3	0.0	3.8	0.0	2.5	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.5	0.0	0.4	0.0	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.0	0.0	5.8	0.0	4.2	0.0	2.9	0.0
%ile Storage Ratio (RQ%)	0.28	0.00	0.04	0.00	0.53	0.00	0.32	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	2	0	2	0	2
Grp Vol (v), veh/h	0	631	0	86	0	602	0	588
Grp Sat Flow (s), veh/h/ln	0	1805	0	1805	0	1729	0	1805
Q Serve Time (g_s), s	0.0	2.7	0.0	2.4	0.0	5.3	0.0	18.1
Cycle Q Clear Time (g_c), s	0.0	2.7	0.0	2.4	0.0	5.3	0.0	18.1
Lane Grp Cap (c), veh/h	0	1975	0	390	0	1709	0	708
V/C Ratio (X)	0.00	0.32	0.00	0.22	0.00	0.35	0.00	0.83
Avail Cap (c_a), veh/h	0	1975	0	617	0	1709	0	978
Upstream Filter (I)	0.00	0.88	0.00	1.00	0.00	0.65	0.00	1.00
Uniform Delay (d1), s/veh	0.0	2.6	0.0	44.9	0.0	5.9	0.0	38.6
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.3	0.0	0.4	0.0	4.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.0	0.0	45.2	0.0	6.3	0.0	43.1
1st-Term Q (Q1), veh/ln	0.0	0.8	0.0	1.1	0.0	1.6	0.0	7.1
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.4

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.9	0.0	1.1	0.0	1.7	0.0	7.6
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.01	0.00	0.02	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	217	0	51	0	301	0	95
Grp Sat Flow (s), veh/h/ln	0	1610	0	1610	0	1704	0	1610
Q Serve Time (g_s), s	0.0	1.9	0.0	3.3	0.0	10.5	0.0	5.3
Cycle Q Clear Time (g_c), s	0.0	1.9	0.0	3.3	0.0	10.5	0.0	5.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.64	0.00	1.00
Lane Grp Cap (c), veh/h	0	881	0	174	0	842	0	316
V/C Ratio (X)	0.00	0.25	0.00	0.29	0.00	0.36	0.00	0.30
Avail Cap (c_a), veh/h	0	881	0	275	0	842	0	436
Upstream Filter (I)	0.00	0.88	0.00	1.00	0.00	0.65	0.00	1.00
Uniform Delay (d1), s/veh	0.0	2.6	0.0	45.3	0.0	13.8	0.0	34.3
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.9	0.0	0.8	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.2	0.0	46.2	0.0	14.6	0.0	34.9
1st-Term Q (Q1), veh/ln	0.0	0.6	0.0	1.3	0.0	3.7	0.0	2.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.7	0.0	1.3	0.0	3.9	0.0	2.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.01	0.00	0.04	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	25.8
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	295	354	351	631	900	0	0	1039	564
Future Volume (veh/h)	0	0	0	295	354	351	631	900	0	0	1039	564
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1800	1900	1900	1700	1900	0	0	1900	1900
Adj Flow Rate, veh/h				311	373	369	664	947	0	0	1094	594
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				303	364	578	660	2018	0	0	1113	873
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.36	0.36	0.36	0.21	0.56	0.00	0.00	0.31	0.31
Unsig. Movement Delay												
Ln Grp Delay, s/veh				76.7	0.0	31.7	69.9	14.9	0.0	0.0	58.8	36.9
Ln Grp LOS				F	A	C	F	B	A	A	E	D
Approach Vol, veh/h					1053			1611			1688	
Approach Delay, s/veh					60.9			37.5			51.1	
Approach LOS					E			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		66.0	44.0		27.6	38.4		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		61.5	39.5		23.1	33.9		
Max Allow Headway (MAH), s		5.2	4.9		3.8	4.8		
Max Q Clear (g_c+I1), s		19.2	41.5		25.1	35.1		
Green Ext Time (g_e), s		8.5	0.0		0.0	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	1.00		1.00	0.00		
Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			845		3141	0		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3705	1013			3705		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1610			2834		
Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0
Lane Assignment			L+T		L (Prot)			

Lanes in Grp	0	0	1	0	2	0	0	0
Grp Vol (v), veh/h	0	0	684	0	664	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1858	0	1570	0	0	0
Q Serve Time (g_s), s	0.0	0.0	39.5	0.0	23.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	39.5	0.0	23.1	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	33.9	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.45	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	667	0	660	0	0	0
V/C Ratio (X)	0.00	0.00	1.03	0.00	1.01	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	667	0	660	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.50	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	35.3	0.0	43.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	41.4	0.0	26.4	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	76.7	0.0	69.9	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	17.4	0.0	8.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	7.7	0.0	2.4	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	25.0	0.0	11.3	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.61	0.00	1.88	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	4.2	0.0	1.1	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	947	0	0	0	1094	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	17.2	0.0	0.0	0.0	33.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	17.2	0.0	0.0	0.0	33.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	2018	0	0	0	1113	0	0
V/C Ratio (X)	0.00	0.47	0.00	0.00	0.00	0.98	0.00	0.00
Avail Cap (c_a), veh/h	0	2018	0	0	0	1113	0	0
Upstream Filter (I)	0.00	0.50	0.00	0.00	0.00	0.84	0.00	0.00
Uniform Delay (d1), s/veh	0.0	14.5	0.0	0.0	0.0	37.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	21.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.9	0.0	0.0	0.0	58.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.8	0.0	0.0	0.0	14.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	3.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	6.9	0.0	0.0	0.0	17.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.32	0.00	0.00	0.00	0.46	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	2	0	0
Grp Vol (v), veh/h	0	0	369	0	0	594	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1610	0	0	1417	0	0
Q Serve Time (g_s), s	0.0	0.0	21.0	0.0	0.0	20.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	21.0	0.0	0.0	20.2	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	578	0	0	873	0	0
V/C Ratio (X)	0.00	0.00	0.64	0.00	0.00	0.68	0.00	0.00
Avail Cap (c_a), veh/h	0	0	578	0	0	873	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.84	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	29.3	0.0	0.0	33.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	2.3	0.0	0.0	3.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	31.7	0.0	0.0	36.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	8.0	0.0	0.0	6.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	8.4	0.0	0.0	7.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.20	0.00	0.00	0.19	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	48.5
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	446	7	569	0	0	0	0	1051	165	152	707	0
Future Volume (veh/h)	446	7	569	0	0	0	0	1051	165	152	707	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	469	7	599				0	1106	174	160	744	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	583	9	526				0	1394	622	194	1998	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	1.00	1.00
Prop Arrive On Green	0.33	0.33	0.33				0.00	0.77	0.77	0.21	0.55	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	31.0	0.0	108.7				0.0	11.5	6.6	36.6	9.6	0.0
Ln Grp LOS	C	A	F				A	B	A	D	A	A
Approach Vol, veh/h		1075						1280			904	
Approach Delay, s/veh		74.3						10.8			14.4	
Approach LOS		E						B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		12.0		4.0		
Phs Duration (G+Y+Rc), s	12.5	33.5		29.0		46.0		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	8.5	28.5		24.5		41.5		
Max Allow Headway (MAH), s	3.8	5.1		5.5		5.2		
Max Q Clear (g_c+I1), s	8.3	15.5		26.5		10.7		
Green Ext Time (g_e), s	0.0	6.9		0.0		5.8		
Prob of Phs Call (p_c)	0.96	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	1810	0		1784				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3705		27		3705		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1610		1610		0		

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

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	160	0	0	476	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	0	1811	0	0	0	0
Q Serve Time (g_s), s	6.3	0.0	0.0	18.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	6.3	0.0	0.0	18.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	29.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.99	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	194	0	0	592	0	0	0	0
V/C Ratio (X)	0.82	0.00	0.00	0.80	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	205	0	0	592	0	0	0	0
Upstream Filter (I)	0.30	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	28.8	0.0	0.0	23.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	7.8	0.0	0.0	8.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	36.6	0.0	0.0	31.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	2.4	0.0	0.0	7.2	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.4	0.0	0.0	1.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	2.8	0.0	0.0	8.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.47	0.00	0.00	0.25	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1106	0	0	0	744	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	13.5	0.0	0.0	0.0	8.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.5	0.0	0.0	0.0	8.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	1394	0	0	0	1998	0	0
V/C Ratio (X)	0.00	0.79	0.00	0.00	0.00	0.37	0.00	0.00
Avail Cap (c_a), veh/h	0	1394	0	0	0	1998	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.30	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.8	0.0	0.0	0.0	9.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.7	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.5	0.0	0.0	0.0	9.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.3	0.0	0.0	0.0	3.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.2	0.0	0.0	0.0	3.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.00	0.00	0.14	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		T+R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	174	0	599	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	0	1610	0	0	0	0
Q Serve Time (g_s), s	0.0	2.4	0.0	24.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.4	0.0	24.5	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	622	0	526	0	0	0	0
V/C Ratio (X)	0.00	0.28	0.00	1.14	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	622	0	526	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.5	0.0	25.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	0.0	83.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.6	0.0	108.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.7	0.0	8.7	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	12.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.9	0.0	20.9	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.62	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	18.3	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	32.8
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	463	198	44	847	418	57	355	26	203	13	175
Future Volume (veh/h)	147	463	198	44	847	418	57	355	26	203	13	175
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	155	487	208	46	892	440	60	374	27	214	14	184
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	211	840	357	62	1116	498	413	1079	481	248	56	739
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.13	0.68	0.68	0.07	0.62	0.31	0.30	0.30	0.30	0.14	0.49	0.49
Unsig. Movement Delay												
Ln Grp Delay, s/veh	48.2	13.2	13.3	62.0	20.6	48.7	26.7	28.3	25.2	56.1	0.0	15.6
Ln Grp LOS	D	B	B	E	C	D	C	C	C	E	A	B
Approach Vol, veh/h		850			1378			461			412	
Approach Delay, s/veh		19.6			31.0			27.9			36.7	
Approach LOS		B			C			C			D	

Timer:		1	2	3	4	5	6	7	8
Assigned Phs		1	2	3	4		6	7	8
Case No		2.0	5.3	2.0	4.0		4.0	2.0	3.0
Phs Duration (G+Y+Rc), s		19.0	34.4	8.1	38.5		53.4	11.2	35.4
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5		4.5	4.5	4.5
Max Green (Gmax), s		20.5	20.5	7.1	33.9		45.5	8.5	32.5
Max Allow Headway (MAH), s		3.8	5.1	3.8	5.3		5.5	3.8	4.8
Max Q Clear (g_c+I1), s		14.2	10.1	4.6	12.5		9.1	6.7	28.0
Green Ext Time (g_e), s		0.3	2.0	0.0	4.5		1.4	0.1	2.9
Prob of Phs Call (p_c)		1.00	1.00	0.72	1.00		1.00	0.99	1.00
Prob of Max Out (p_x)		0.15	0.00	1.00	0.06		0.00	1.00	1.00

Left-Turn Movement Data									
Assigned Mvmt		1	5	3				7	
Mvmt Sat Flow, veh/h		1714	1140	1714				3141	

Through Movement Data									
Assigned Mvmt			2		4		6		8
Mvmt Sat Flow, veh/h			3610		2468		115		3610

Right-Turn Movement Data									
Assigned Mvmt			12		14		16		18
Mvmt Sat Flow, veh/h			1610		1048		1513		1610

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

Lanes in Grp	1	1	1	0	0	0	2	0
Grp Vol (v), veh/h	214	60	46	0	0	0	155	0
Grp Sat Flow (s), veh/h/ln	1714	1140	1714	0	0	0	1570	0
Q Serve Time (g_s), s	12.2	3.9	2.6	0.0	0.0	0.0	4.7	0.0
Cycle Q Clear Time (g_c), s	12.2	3.9	2.6	0.0	0.0	0.0	4.7	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1140	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	29.9	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	29.9	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	248	413	62	0	0	0	211	0
V/C Ratio (X)	0.86	0.15	0.74	0.00	0.00	0.00	0.73	0.00
Avail Cap (c_a), veh/h	351	413	122	0	0	0	267	0
Upstream Filter (I)	1.00	1.00	1.00	0.00	0.00	0.00	0.75	0.00
Uniform Delay (d1), s/veh	41.8	25.9	45.9	0.0	0.0	0.0	42.4	0.0
Incr Delay (d2), s/veh	14.3	0.7	16.0	0.0	0.0	0.0	5.8	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	56.1	26.7	62.0	0.0	0.0	0.0	48.2	0.0
1st-Term Q (Q1), veh/ln	5.1	1.1	1.1	0.0	0.0	0.0	1.7	0.0
2nd-Term Q (Q2), veh/ln	1.0	0.1	0.3	0.0	0.0	0.0	0.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	6.1	1.1	1.4	0.0	0.0	0.0	1.9	0.0
%ile Storage Ratio (RQ%)	0.79	0.19	0.02	0.00	0.00	0.00	0.18	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T				T
Lanes in Grp	0	2	0	1	0	0	0	2
Grp Vol (v), veh/h	0	374	0	355	0	0	0	892
Grp Sat Flow (s), veh/h/ln	0	1805	0	1805	0	0	0	1805
Q Serve Time (g_s), s	0.0	8.1	0.0	10.4	0.0	0.0	0.0	18.6
Cycle Q Clear Time (g_c), s	0.0	8.1	0.0	10.4	0.0	0.0	0.0	18.6
Lane Grp Cap (c), veh/h	0	1079	0	614	0	0	0	1116
V/C Ratio (X)	0.00	0.35	0.00	0.58	0.00	0.00	0.00	0.80
Avail Cap (c_a), veh/h	0	1079	0	614	0	0	0	1173
Upstream Filter (I)	0.00	1.00	0.00	0.75	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	27.4	0.0	12.2	0.0	0.0	0.0	16.7
Incr Delay (d2), s/veh	0.0	0.9	0.0	1.0	0.0	0.0	0.0	3.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	28.3	0.0	13.2	0.0	0.0	0.0	20.6
1st-Term Q (Q1), veh/ln	0.0	3.5	0.0	2.9	0.0	0.0	0.0	4.6
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.2	0.0	0.0	0.0	0.6

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.6	0.0	3.1	0.0	0.0	0.0	5.2
%ile Storage Ratio (RQ%)	0.00	0.32	0.00	0.13	0.00	0.00	0.00	0.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	27	0	340	0	198	0	440
Grp Sat Flow (s), veh/h/ln	0	1610	0	1711	0	1628	0	1610
Q Serve Time (g_s), s	0.0	1.2	0.0	10.5	0.0	7.1	0.0	26.0
Cycle Q Clear Time (g_c), s	0.0	1.2	0.0	10.5	0.0	7.1	0.0	26.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.61	0.00	0.93	0.00	1.00
Lane Grp Cap (c), veh/h	0	481	0	582	0	795	0	498
V/C Ratio (X)	0.00	0.06	0.00	0.58	0.00	0.25	0.00	0.88
Avail Cap (c_a), veh/h	0	481	0	582	0	795	0	523
Upstream Filter (I)	0.00	1.00	0.00	0.75	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	25.0	0.0	12.2	0.0	14.9	0.0	32.8
Incr Delay (d2), s/veh	0.0	0.2	0.0	1.1	0.0	0.7	0.0	15.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.2	0.0	13.3	0.0	15.6	0.0	48.7
1st-Term Q (Q1), veh/ln	0.0	0.5	0.0	2.8	0.0	2.6	0.0	9.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.2	0.0	2.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.5	0.0	3.0	0.0	2.7	0.0	12.1
%ile Storage Ratio (RQ%)	0.00	0.17	0.00	0.12	0.00	0.35	0.00	0.14
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	28.2
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	428	11	465	724	1098	0	0	476	938
Future Volume (veh/h)	0	0	0	428	11	465	724	1098	0	0	476	938
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1800	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				451	12	489	762	1156	0	0	501	987
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				587	16	536	826	2138	0	0	1153	905
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	2.00
Prop Arrive On Green				0.33	0.33	0.33	0.47	1.00	0.00	0.00	0.64	0.64
Unsig. Movement Delay												
Ln Grp Delay, s/veh				40.7	0.0	55.7	37.6	0.5	0.0	0.0	17.5	79.4
Ln Grp LOS				D	A	E	D	A	A	A	B	F
Approach Vol, veh/h					952			1918			1488	
Approach Delay, s/veh					48.4			15.2			58.6	
Approach LOS					D			B			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		75.6	44.4		32.7	42.8		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		66.5	44.5		33.5	28.5		
Max Allow Headway (MAH), s		5.2	4.7		3.8	4.4		
Max Q Clear (g_c+I1), s		2.0	36.9		26.4	40.3		
Green Ext Time (g_e), s		12.0	3.0		1.9	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	0.64		0.33	0.00		
Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			1765		3510	0		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3705	47			3705		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1610			2834		
Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0
Lane Assignment			L+T		L (Prot)			

Lanes in Grp	0	0	1	0	2	0	0	0
Grp Vol (v), veh/h	0	0	463	0	762	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1812	0	1755	0	0	0
Q Serve Time (g_s), s	0.0	0.0	27.5	0.0	24.4	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	27.5	0.0	24.4	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	38.3	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.97	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	603	0	826	0	0	0
V/C Ratio (X)	0.00	0.00	0.77	0.00	0.92	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	672	0	980	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.49	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	35.9	0.0	30.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	4.8	0.0	6.9	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	40.7	0.0	37.6	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	12.0	0.0	8.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.8	0.0	0.8	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	12.8	0.0	8.8	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.27	0.00	0.84	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1156	0	0	0	501	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	2138	0	0	0	1153	0	0
V/C Ratio (X)	0.00	0.54	0.00	0.00	0.00	0.43	0.00	0.00
Avail Cap (c_a), veh/h	0	2138	0	0	0	1153	0	0
Upstream Filter (I)	0.00	0.49	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	16.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	1.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.5	0.0	0.0	0.0	17.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.0	0.0	3.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.07	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	2	0	0
Grp Vol (v), veh/h	0	0	489	0	0	987	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1610	0	0	1417	0	0
Q Serve Time (g_s), s	0.0	0.0	34.9	0.0	0.0	38.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	34.9	0.0	0.0	38.3	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	536	0	0	905	0	0
V/C Ratio (X)	0.00	0.00	0.91	0.00	0.00	1.09	0.00	0.00
Avail Cap (c_a), veh/h	0	0	597	0	0	905	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	38.3	0.0	0.0	21.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	17.4	0.0	0.0	57.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	55.7	0.0	0.0	79.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	13.6	0.0	0.0	7.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	2.6	0.0	0.0	7.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	16.2	0.0	0.0	15.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.33	0.00	0.00	0.33	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	20.5	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	37.3
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	480	9	513	0	0	0	0	1213	644	333	648	0
Future Volume (veh/h)	480	9	513	0	0	0	0	1213	644	333	648	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	505	9	540				0	1277	678	351	682	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	557	9	516				0	1686	523	439	1895	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.66	1.66	1.66	1.66	1.00
Prop Arrive On Green	0.32	0.32	0.32				0.00	0.54	0.54	0.21	0.87	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	37.9	0.0	72.2				0.0	15.2	160.5	32.3	2.4	0.0
Ln Grp LOS	D	A	F				A	B	F	C	A	A
Approach Vol, veh/h		1054						1955			1033	
Approach Delay, s/veh		55.8						65.6			12.6	
Approach LOS		E						E			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		10.0		4.0		
Phs Duration (G+Y+Rc), s	12.0	24.0		24.0		36.0		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	7.5	19.5		19.5		31.5		
Max Allow Headway (MAH), s	3.8	4.8		4.7		5.2		
Max Q Clear (g_c+I1), s	7.7	21.5		21.5		4.1		
Green Ext Time (g_e), s	0.0	0.0		0.0		5.1		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data			
Assigned Mvmt	1	5	7
Mvmt Sat Flow, veh/h	3510	0	1714

Through Movement Data			
Assigned Mvmt		2	4	6
Mvmt Sat Flow, veh/h		5358	26	3705

Right-Turn Movement Data			
Assigned Mvmt		12	14	16
Mvmt Sat Flow, veh/h		1610	1588	0

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

Lanes in Grp	2	0	0	1	0	0	0	0
Grp Vol (v), veh/h	351	0	0	505	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1755	0	0	1714	0	0	0	0
Q Serve Time (g_s), s	5.7	0.0	0.0	16.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	5.7	0.0	0.0	16.9	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1714	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	19.5	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	439	0	0	557	0	0	0	0
V/C Ratio (X)	0.80	0.00	0.00	0.91	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	439	0	0	557	0	0	0	0
Upstream Filter (I)	0.90	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	23.1	0.0	0.0	19.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	9.2	0.0	0.0	18.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	32.3	0.0	0.0	37.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	2.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.6	0.0	0.0	2.9	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	2.6	0.0	0.0	8.8	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.25	0.00	0.00	0.15	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	3	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1277	0	0	0	682	0	0
Grp Sat Flow (s), veh/h/ln	0	1729	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	11.5	0.0	0.0	0.0	2.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	11.5	0.0	0.0	0.0	2.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	1686	0	0	0	1895	0	0
V/C Ratio (X)	0.00	0.76	0.00	0.00	0.00	0.36	0.00	0.00
Avail Cap (c_a), veh/h	0	1686	0	0	0	1895	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.90	0.00	0.00
Uniform Delay (d1), s/veh	0.0	12.0	0.0	0.0	0.0	2.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.2	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.2	0.0	0.0	0.0	2.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.9	0.0	0.0	0.0	0.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.4	0.0	0.0	0.0	0.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.11	0.00	0.00	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		T+R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	678	0	549	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	0	1614	0	0	0	0
Q Serve Time (g_s), s	0.0	19.5	0.0	19.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	19.5	0.0	19.5	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.98	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	523	0	525	0	0	0	0
V/C Ratio (X)	0.00	1.30	0.00	1.05	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	523	0	525	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	13.8	0.0	20.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	146.7	0.0	52.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	160.5	0.0	72.2	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.8	0.0	6.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	21.3	0.0	7.6	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	25.2	0.0	14.1	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.82	0.00	0.24	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	38.7	0.0	6.1	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	49.5
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	814	81	233	349	198	141	680	634	261	382	54
Future Volume (veh/h)	86	814	81	233	349	198	141	680	634	261	382	54
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	91	857	85	245	367	208	148	716	667	275	402	57
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	115	851	84	278	785	438	180	811	623	283	879	124
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.26	0.26	0.16	0.35	0.35	0.10	0.22	0.22	0.16	0.28	0.28
Unsig. Movement Delay												
Ln Grp Delay, s/veh	52.5	76.9	76.5	61.5	23.1	23.3	54.0	43.4	62.5	82.8	29.9	30.0
Ln Grp LOS	D	F	F	E	C	C	D	D	F	F	C	C
Approach Vol, veh/h		1033			820			1531			734	
Approach Delay, s/veh		74.6			34.6			52.8			49.8	
Approach LOS		E			C			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	4	3	5	6	7	8
Case No	2.0	3.0	4.0	2.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	18.6	24.7	27.6	19.1	13.9	29.4	10.6	36.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	14.1	19.9	23.1	14.9	11.1	22.9	10.0	28.0
Max Allow Headway (MAH), s	3.8	4.6	5.3	3.8	3.8	5.3	3.8	5.4
Max Q Clear (g_c+I1), s	15.6	19.3	25.1	14.6	9.6	11.5	6.7	13.7
Green Ext Time (g_e), s	0.0	0.5	0.0	0.0	0.1	2.1	0.1	3.1
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.98	1.00	0.90	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.15

Left-Turn Movement Data								
Assigned Mvmt	1			3	5		7	
Mvmt Sat Flow, veh/h	1810			1714	1714		1714	

Through Movement Data								
Assigned Mvmt		2	4			6		8
Mvmt Sat Flow, veh/h		3610	3317			3177		2234

Right-Turn Movement Data								
Assigned Mvmt		12	14			16		18
Mvmt Sat Flow, veh/h		1610	329			447		1246

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

Lanes in Grp	1	0	0	1	1	0	1	0
Grp Vol (v), veh/h	275	0	0	245	148	0	91	0
Grp Sat Flow (s), veh/h/ln	1810	0	0	1714	1714	0	1714	0
Q Serve Time (g_s), s	13.6	0.0	0.0	12.6	7.6	0.0	4.7	0.0
Cycle Q Clear Time (g_c), s	13.6	0.0	0.0	12.6	7.6	0.0	4.7	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	283	0	0	278	180	0	115	0
V/C Ratio (X)	0.97	0.00	0.00	0.88	0.82	0.00	0.79	0.00
Avail Cap (c_a), veh/h	283	0	0	284	211	0	190	0
Upstream Filter (I)	1.00	0.00	0.00	0.94	0.69	0.00	1.00	0.00
Uniform Delay (d1), s/veh	37.7	0.0	0.0	36.9	39.5	0.0	41.3	0.0
Incr Delay (d2), s/veh	45.1	0.0	0.0	24.6	14.5	0.0	11.2	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	82.8	0.0	0.0	61.5	54.0	0.0	52.5	0.0
1st-Term Q (Q1), veh/ln	5.9	0.0	0.0	5.2	3.2	0.0	2.0	0.0
2nd-Term Q (Q2), veh/ln	3.6	0.0	0.0	1.9	0.7	0.0	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	9.4	0.0	0.0	7.1	3.9	0.0	2.3	0.0
%ile Storage Ratio (RQ%)	0.15	0.00	0.00	0.07	0.20	0.00	0.03	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	4	0	0	6	0	8
Lane Assignment		T	T			T		T
Lanes in Grp	0	2	1	0	0	1	0	1
Grp Vol (v), veh/h	0	716	466	0	0	227	0	295
Grp Sat Flow (s), veh/h/ln	0	1805	1805	0	0	1805	0	1805
Q Serve Time (g_s), s	0.0	17.3	23.1	0.0	0.0	9.4	0.0	11.4
Cycle Q Clear Time (g_c), s	0.0	17.3	23.1	0.0	0.0	9.4	0.0	11.4
Lane Grp Cap (c), veh/h	0	811	463	0	0	499	0	634
V/C Ratio (X)	0.00	0.88	1.01	0.00	0.00	0.45	0.00	0.47
Avail Cap (c_a), veh/h	0	811	463	0	0	499	0	634
Upstream Filter (I)	0.00	0.69	1.00	0.00	0.00	1.00	0.00	0.94
Uniform Delay (d1), s/veh	0.0	33.7	33.5	0.0	0.0	26.9	0.0	22.6
Incr Delay (d2), s/veh	0.0	9.7	43.5	0.0	0.0	3.0	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	43.4	76.9	0.0	0.0	29.9	0.0	23.1
1st-Term Q (Q1), veh/ln	0.0	7.4	9.8	0.0	0.0	3.9	0.0	4.7
2nd-Term Q (Q2), veh/ln	0.0	1.1	5.6	0.0	0.0	0.4	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.5	15.4	0.0	0.0	4.4	0.0	4.8
%ile Storage Ratio (RQ%)	0.00	0.43	0.21	0.00	0.00	0.07	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	14	0	0	16	0	18
Lane Assignment		R	T+R			T+R		T+R
Lanes in Grp	0	1	1	0	0	1	0	1
Grp Vol (v), veh/h	0	667	476	0	0	232	0	280
Grp Sat Flow (s), veh/h/ln	0	1610	1841	0	0	1819	0	1676
Q Serve Time (g_s), s	0.0	14.6	23.1	0.0	0.0	9.5	0.0	11.7
Cycle Q Clear Time (g_c), s	0.0	14.6	23.1	0.0	0.0	9.5	0.0	11.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1610.2	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	14.6	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.18	0.00	0.00	0.25	0.00	0.74
Lane Grp Cap (c), veh/h	0	623	472	0	0	503	0	589
V/C Ratio (X)	0.00	1.07	1.01	0.00	0.00	0.46	0.00	0.48
Avail Cap (c_a), veh/h	0	623	472	0	0	503	0	589
Upstream Filter (I)	0.00	0.69	1.00	0.00	0.00	1.00	0.00	0.94
Uniform Delay (d1), s/veh	0.0	11.5	33.5	0.0	0.0	27.0	0.0	22.7
Incr Delay (d2), s/veh	0.0	51.0	43.1	0.0	0.0	3.0	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	62.5	76.5	0.0	0.0	30.0	0.0	23.3
1st-Term Q (Q1), veh/ln	0.0	4.8	10.0	0.0	0.0	4.0	0.0	4.5
2nd-Term Q (Q2), veh/ln	0.0	8.8	5.7	0.0	0.0	0.4	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	13.7	15.6	0.0	0.0	4.5	0.0	4.6
%ile Storage Ratio (RQ%)	0.00	0.69	0.21	0.00	0.00	0.07	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	11.1	0.8	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.1
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	480	36	427	91	25	141	214	1071	5	9	669	88
Future Volume (veh/h)	480	36	427	91	25	141	214	1071	5	9	669	88
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	505	38	0	96	26	148	225	1127	5	9	704	93
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	573	665		235	224	189	260	1801	8	20	1116	147
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Prop Arrive On Green	0.18	0.35	0.00	0.12	0.12	0.12	0.15	0.49	0.49	0.02	0.70	0.70
Unsig. Movement Delay												
Ln Grp Delay, s/veh	49.4	19.4	0.0	38.9	35.7	45.4	56.0	20.3	20.1	54.7	14.1	14.1
Ln Grp LOS	D	B		D	D	D	E	C	C	D	B	B
Approach Vol, veh/h		543			270			1357			806	
Approach Delay, s/veh		47.3			42.2			26.1			14.6	
Approach LOS		D			D			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Case No	2.0	4.0		3.0	2.0	4.0	2.0	5.3
Phs Duration (G+Y+Rc), s	5.5	48.5		36.0	18.2	35.8	20.9	15.1
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.0	31.5		40.0	16.5	20.0	17.5	18.0
Max Allow Headway (MAH), s	3.8	5.2		5.2	3.8	5.3	3.8	4.1
Max Q Clear (g_c+I1), s	2.4	22.3		3.2	13.5	12.7	16.1	10.0
Green Ext Time (g_e), s	0.0	4.9		0.2	0.2	2.9	0.3	0.6
Prob of Phs Call (p_c)	0.20	1.00		1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00		0.00	1.00	0.00	1.00	0.10

Left-Turn Movement Data								
Assigned Mvmt	1				5		7	3
Mvmt Sat Flow, veh/h	1810				1714		3141	1318

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3686		1900		3206		1900

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		16		1610		423		1610

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

Lanes in Grp	1	0	0	0	1	0	2	1
Grp Vol (v), veh/h	9	0	0	0	225	0	505	96
Grp Sat Flow (s), veh/h/ln	1810	0	0	0	1714	0	1570	1318
Q Serve Time (g_s), s	0.4	0.0	0.0	0.0	11.5	0.0	14.1	6.2
Cycle Q Clear Time (g_c), s	0.4	0.0	0.0	0.0	11.5	0.0	14.1	6.2
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	1318
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.6
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.6
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.2
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00
Lane Grp Cap (c), veh/h	20	0	0	0	260	0	573	235
V/C Ratio (X)	0.44	0.00	0.00	0.00	0.86	0.00	0.88	0.41
Avail Cap (c_a), veh/h	101	0	0	0	314	0	611	344
Upstream Filter (I)	0.75	0.00	0.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d1), s/veh	43.7	0.0	0.0	0.0	37.3	0.0	35.8	37.8
Incr Delay (d2), s/veh	11.0	0.0	0.0	0.0	18.7	0.0	13.6	1.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	54.7	0.0	0.0	0.0	56.0	0.0	49.4	38.9
1st-Term Q (Q1), veh/ln	0.2	0.0	0.0	0.0	4.7	0.0	5.3	2.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	1.4	0.0	1.1	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.3	0.0	0.0	0.0	6.1	0.0	6.4	2.1
%ile Storage Ratio (RQ%)	0.01	0.00	0.00	0.00	0.03	0.00	0.16	0.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	552	0	38	0	396	0	26
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	1805	0	1900
Q Serve Time (g_s), s	0.0	20.3	0.0	1.2	0.0	10.7	0.0	1.1
Cycle Q Clear Time (g_c), s	0.0	20.3	0.0	1.2	0.0	10.7	0.0	1.1
Lane Grp Cap (c), veh/h	0	882	0	665	0	628	0	224
V/C Ratio (X)	0.00	0.63	0.00	0.06	0.00	0.63	0.00	0.12
Avail Cap (c_a), veh/h	0	882	0	844	0	628	0	380
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.75	0.00	1.00
Uniform Delay (d1), s/veh	0.0	16.9	0.0	19.4	0.0	10.5	0.0	35.5
Incr Delay (d2), s/veh	0.0	3.3	0.0	0.0	0.0	3.6	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.3	0.0	19.4	0.0	14.1	0.0	35.7
1st-Term Q (Q1), veh/ln	0.0	7.9	0.0	0.5	0.0	2.8	0.0	0.5
2nd-Term Q (Q2), veh/ln	0.0	0.8	0.0	0.0	0.0	0.6	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.7	0.0	0.5	0.0	3.4	0.0	0.5
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.01	0.00	0.17	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	580	0	0	0	401	0	148
Grp Sat Flow (s), veh/h/ln	0	1897	0	1610	0	1824	0	1610
Q Serve Time (g_s), s	0.0	20.3	0.0	0.0	0.0	10.7	0.0	8.0
Cycle Q Clear Time (g_c), s	0.0	20.3	0.0	0.0	0.0	10.7	0.0	8.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.01	0.00	1.00	0.00	0.23	0.00	1.00
Lane Grp Cap (c), veh/h	0	927	0	564	0	635	0	189
V/C Ratio (X)	0.00	0.63	0.00	0.00	0.00	0.63	0.00	0.78
Avail Cap (c_a), veh/h	0	927	0	716	0	635	0	322
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.75	0.00	1.00
Uniform Delay (d1), s/veh	0.0	16.9	0.0	0.0	0.0	10.5	0.0	38.6
Incr Delay (d2), s/veh	0.0	3.2	0.0	0.0	0.0	3.6	0.0	6.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.1	0.0	0.0	0.0	14.1	0.0	45.4
1st-Term Q (Q1), veh/ln	0.0	8.3	0.0	0.0	0.0	2.8	0.0	3.1
2nd-Term Q (Q2), veh/ln	0.0	0.8	0.0	0.0	0.0	0.6	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	9.1	0.0	0.0	0.0	3.4	0.0	3.5
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	0.00	0.17	0.00	0.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	28.3
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lanes in Grp	1	0	2	0	1	0	1	0
Grp Vol (v), veh/h	298	0	171	0	60	0	177	0
Grp Sat Flow (s), veh/h/ln	1810	0	1570	0	1714	0	1714	0
Q Serve Time (g_s), s	12.8	0.0	4.2	0.0	2.8	0.0	8.1	0.0
Cycle Q Clear Time (g_c), s	12.8	0.0	4.2	0.0	2.8	0.0	8.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	337	0	244	0	79	0	204	0
V/C Ratio (X)	0.88	0.00	0.70	0.00	0.76	0.00	0.87	0.00
Avail Cap (c_a), veh/h	351	0	322	0	148	0	204	0
Upstream Filter (I)	0.41	0.00	0.27	0.00	0.58	0.00	1.00	0.00
Uniform Delay (d1), s/veh	31.7	0.0	36.0	0.0	37.7	0.0	34.6	0.0
Incr Delay (d2), s/veh	10.7	0.0	1.2	0.0	8.4	0.0	30.7	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	42.4	0.0	37.2	0.0	46.1	0.0	65.4	0.0
1st-Term Q (Q1), veh/ln	5.4	0.0	1.6	0.0	1.1	0.0	3.3	0.0
2nd-Term Q (Q2), veh/ln	1.0	0.0	0.0	0.0	0.2	0.0	1.7	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	6.4	0.0	1.6	0.0	1.3	0.0	5.0	0.0
%ile Storage Ratio (RQ%)	0.62	0.00	0.16	0.00	0.19	0.00	1.26	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	2	0	2	0	2
Grp Vol (v), veh/h	0	704	0	519	0	767	0	268
Grp Sat Flow (s), veh/h/ln	0	1805	0	1729	0	1805	0	1805
Q Serve Time (g_s), s	0.0	13.6	0.0	11.1	0.0	12.1	0.0	5.3
Cycle Q Clear Time (g_c), s	0.0	13.6	0.0	11.1	0.0	12.1	0.0	5.3
Lane Grp Cap (c), veh/h	0	1085	0	729	0	1590	0	613
V/C Ratio (X)	0.00	0.65	0.00	0.71	0.00	0.48	0.00	0.44
Avail Cap (c_a), veh/h	0	1085	0	834	0	1590	0	812
Upstream Filter (I)	0.00	0.58	0.00	1.00	0.00	0.41	0.00	0.27
Uniform Delay (d1), s/veh	0.0	24.3	0.0	29.3	0.0	15.9	0.0	29.8
Incr Delay (d2), s/veh	0.0	1.8	0.0	2.4	0.0	0.4	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.1	0.0	31.7	0.0	16.3	0.0	29.9
1st-Term Q (Q1), veh/ln	0.0	5.5	0.0	4.5	0.0	4.6	0.0	2.3
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.2	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.8	0.0	4.7	0.0	4.7	0.0	2.3
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.02	0.00	0.05	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	273	0	80	0	217
Grp Sat Flow (s), veh/h/ln	0	1610	0	1799	0	1610	0	1610
Q Serve Time (g_s), s	0.0	0.0	0.0	11.3	0.0	2.3	0.0	10.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	11.3	0.0	2.3	0.0	10.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.31	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	484	0	379	0	709	0	273
V/C Ratio (X)	0.00	0.00	0.00	0.72	0.00	0.11	0.00	0.79
Avail Cap (c_a), veh/h	0	484	0	434	0	709	0	362
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.41	0.00	0.27
Uniform Delay (d1), s/veh	0.0	0.0	0.0	29.4	0.0	13.2	0.0	31.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.9	0.0	0.1	0.0	2.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	34.3	0.0	13.3	0.0	34.4
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.7	0.0	0.8	0.0	3.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	5.2	0.0	0.8	0.0	4.1
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.02	0.00	0.01	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	30.2
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	268	520	131	462	376	102	138	944	507	248	883	194
Future Volume (veh/h)	268	520	131	462	376	102	138	944	507	248	883	194
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900	1700	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	282	547	85	486	396	54	145	994	429	261	929	151
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	306	617	262	536	568	495	170	1385	587	285	2024	328
HCM Platoon Ratio	1.66	1.66	1.66	1.66	1.66	1.66	2.00	2.00	2.00	2.00	2.00	1.00
Prop Arrive On Green	0.30	0.27	0.27	0.27	0.25	0.25	0.20	0.73	0.73	0.32	0.85	0.42
Unsig. Movement Delay												
Ln Grp Delay, s/veh	68.6	55.9	39.3	59.6	46.3	26.4	55.9	14.5	17.3	64.3	6.6	15.5
Ln Grp LOS	E	E	D	E	D	C	E	B	B	E	A	B
Approach Vol, veh/h		914			936			1568			1341	
Approach Delay, s/veh		58.3			52.1			19.1			20.1	
Approach LOS		E			D			B			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	3.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	23.4	48.2	24.4	24.0	16.4	55.3	25.9	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	21.9	37.5	21.7	20.9	18.6	40.8	24.6	18.0
Max Allow Headway (MAH), s	3.8	4.9	3.8	5.1	3.8	5.3	3.8	5.1
Max Q Clear (g_c+I1), s	18.7	20.5	19.4	18.6	11.8	13.4	21.1	13.4
Green Ext Time (g_e), s	0.2	8.2	0.5	0.9	0.2	8.5	0.3	1.1
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.99	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	0.07	0.00	1.00	1.00

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1810	3238	1714	1714

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3800	3800	4786	3800

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1610	1610	775	1610

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

Lanes in Grp	1	0	2	0	1	0	1	0
Grp Vol (v), veh/h	261	0	486	0	145	0	282	0
Grp Sat Flow (s), veh/h/ln	1810	0	1619	0	1714	0	1714	0
Q Serve Time (g_s), s	16.7	0.0	17.4	0.0	9.8	0.0	19.1	0.0
Cycle Q Clear Time (g_c), s	16.7	0.0	17.4	0.0	9.8	0.0	19.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	285	0	536	0	170	0	306	0
V/C Ratio (X)	0.92	0.00	0.91	0.00	0.85	0.00	0.92	0.00
Avail Cap (c_a), veh/h	330	0	586	0	266	0	351	0
Upstream Filter (I)	0.85	0.00	1.00	0.00	0.55	0.00	1.00	0.00
Uniform Delay (d1), s/veh	40.3	0.0	42.6	0.0	47.3	0.0	41.4	0.0
Incr Delay (d2), s/veh	24.0	0.0	17.0	0.0	8.7	0.0	27.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	64.3	0.0	59.6	0.0	55.9	0.0	68.6	0.0
1st-Term Q (Q1), veh/ln	6.2	0.0	6.3	0.0	3.8	0.0	7.2	0.0
2nd-Term Q (Q2), veh/ln	1.9	0.0	1.3	0.0	0.4	0.0	2.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	8.1	0.0	7.5	0.0	4.2	0.0	9.5	0.0
%ile Storage Ratio (RQ%)	1.13	0.00	0.05	0.00	0.52	0.00	1.08	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	2	0	2	0	2
Grp Vol (v), veh/h	0	994	0	547	0	737	0	396
Grp Sat Flow (s), veh/h/ln	0	1900	0	1900	0	1900	0	1900
Q Serve Time (g_s), s	0.0	17.8	0.0	16.6	0.0	5.9	0.0	11.4
Cycle Q Clear Time (g_c), s	0.0	17.8	0.0	16.6	0.0	5.9	0.0	11.4
Lane Grp Cap (c), veh/h	0	1385	0	617	0	1607	0	568
V/C Ratio (X)	0.00	0.72	0.00	0.89	0.00	0.46	0.00	0.70
Avail Cap (c_a), veh/h	0	1385	0	662	0	1607	0	570
Upstream Filter (I)	0.00	0.55	0.00	1.00	0.00	0.85	0.00	1.00
Uniform Delay (d1), s/veh	0.0	12.7	0.0	42.8	0.0	5.8	0.0	42.6
Incr Delay (d2), s/veh	0.0	1.8	0.0	13.2	0.0	0.8	0.0	3.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.5	0.0	55.9	0.0	6.6	0.0	46.3
1st-Term Q (Q1), veh/ln	0.0	4.4	0.0	7.0	0.0	1.7	0.0	4.9
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	1.1	0.0	0.2	0.0	0.3

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.7	0.0	8.2	0.0	1.9	0.0	5.2
%ile Storage Ratio (RQ%)	0.00	0.12	0.00	0.04	0.00	0.02	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	429	0	85	0	343	0	54
Grp Sat Flow (s), veh/h/ln	0	1610	0	1610	0	1761	0	1610
Q Serve Time (g_s), s	0.0	18.5	0.0	5.1	0.0	11.4	0.0	2.6
Cycle Q Clear Time (g_c), s	0.0	18.5	0.0	5.1	0.0	11.4	0.0	2.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1610.2
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.9
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.44	0.00	1.00
Lane Grp Cap (c), veh/h	0	587	0	262	0	745	0	495
V/C Ratio (X)	0.00	0.73	0.00	0.33	0.00	0.46	0.00	0.11
Avail Cap (c_a), veh/h	0	587	0	280	0	745	0	495
Upstream Filter (I)	0.00	0.55	0.00	1.00	0.00	0.85	0.00	1.00
Uniform Delay (d1), s/veh	0.0	12.8	0.0	38.6	0.0	13.7	0.0	26.3
Incr Delay (d2), s/veh	0.0	4.4	0.0	0.7	0.0	1.7	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.3	0.0	39.3	0.0	15.5	0.0	26.4
1st-Term Q (Q1), veh/ln	0.0	3.8	0.0	1.9	0.0	3.7	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.1	0.0	0.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.5	0.0	2.0	0.0	4.1	0.0	1.0
%ile Storage Ratio (RQ%)	0.00	0.56	0.00	0.01	0.00	0.04	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	214	387	229	828	1809	0	0	1316	772
Future Volume (veh/h)	0	0	0	214	387	229	828	1809	0	0	1316	772
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1800	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				225	407	241	872	1904	0	0	1385	813
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				202	366	490	799	2359	0	0	1378	1167
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.33	1.33
Prop Arrive On Green				0.30	0.30	0.30	0.44	1.00	0.00	0.00	0.48	0.48
Unsig. Movement Delay												
Ln Grp Delay, s/veh				114.5	0.0	34.9	82.6	1.1	0.0	0.0	53.5	28.6
Ln Grp LOS				F	A	C	F	A	A	A	F	C
Approach Vol, veh/h					873			2776			2198	
Approach Delay, s/veh					92.5			26.7			44.3	
Approach LOS					F			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		79.0	41.0		31.0	48.0		
Change Period (Y+Rc), s		4.5	4.5		4.5	4.5		
Max Green (Gmax), s		74.5	36.5		26.5	43.5		
Max Allow Headway (MAH), s		5.2	5.0		3.8	4.8		
Max Q Clear (g_c+I1), s		2.0	38.5		28.5	45.5		
Green Ext Time (g_e), s		32.1	0.0		0.0	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00		
Prob of Max Out (p_x)		0.00	1.00		1.00	0.00		
Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			665		3619	0		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3800	1202			3800		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	1610			3220		
Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0
Lane Assignment			L+T		L (Prot)			

Lanes in Grp	0	0	1	0	2	0	0	0
Grp Vol (v), veh/h	0	0	632	0	872	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1867	0	1810	0	0	0
Q Serve Time (g_s), s	0.0	0.0	36.5	0.0	26.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	36.5	0.0	26.5	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	43.5	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.36	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	568	0	799	0	0	0
V/C Ratio (X)	0.00	0.00	1.11	0.00	1.09	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	568	0	799	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.36	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	41.8	0.0	33.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	72.7	0.0	49.1	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	114.5	0.0	82.6	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	16.6	0.0	9.2	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	11.5	0.0	5.4	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	28.0	0.0	14.6	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.67	0.00	2.44	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	16.0	0.0	18.2	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1904	0	0	0	1385	0	0
Grp Sat Flow (s), veh/h/ln	0	1900	0	0	0	1900	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	43.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	43.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	2359	0	0	0	1378	0	0
V/C Ratio (X)	0.00	0.81	0.00	0.00	0.00	1.01	0.00	0.00
Avail Cap (c_a), veh/h	0	2359	0	0	0	1378	0	0
Upstream Filter (I)	0.00	0.36	0.00	0.00	0.00	0.76	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	31.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.0	22.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	1.1	0.0	0.0	0.0	53.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	17.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	4.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.4	0.0	0.0	0.0	22.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.00	0.58	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	2	0	0
Grp Vol (v), veh/h	0	0	241	0	0	813	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1610	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	14.7	0.0	0.0	23.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	14.7	0.0	0.0	23.6	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	490	0	0	1167	0	0
V/C Ratio (X)	0.00	0.00	0.49	0.00	0.00	0.70	0.00	0.00
Avail Cap (c_a), veh/h	0	0	490	0	0	1167	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.76	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	34.2	0.0	0.0	25.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.8	0.0	0.0	2.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	34.9	0.0	0.0	28.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	5.8	0.0	0.0	8.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	5.9	0.0	0.0	8.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.14	0.00	0.00	0.23	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	43.2
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	450	85	660	0	0	0	0	1554	509	327	1013	0
Future Volume (veh/h)	450	85	660	0	0	0	0	1554	509	327	1013	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	474	89	695				0	1636	536	344	1066	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	544	102	570				0	1892	534	364	2061	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Prop Arrive On Green	0.35	0.35	0.35				0.00	0.66	0.66	0.40	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	48.7	0.0	152.4				0.0	23.6	59.8	40.4	0.1	0.0
Ln Grp LOS	D	A	F				A	C	F	D	A	A
Approach Vol, veh/h		1258						2172			1410	
Approach Delay, s/veh		106.0						32.5			9.9	
Approach LOS		F						C			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		12.0		4.0		
Phs Duration (G+Y+Rc), s	28.7	44.3		47.0		73.0		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	25.5	38.5		42.5		68.5		
Max Allow Headway (MAH), s	3.8	4.9		5.5		5.2		
Max Q Clear (g_c+I1), s	24.0	41.8		44.5		2.0		
Green Ext Time (g_e), s	0.2	0.0		0.0		10.6		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	1810	0		1535				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5700		288		3705		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1610		1610		0		

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

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	344	0	0	563	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	0	1823	0	0	0	0
Q Serve Time (g_s), s	22.0	0.0	0.0	34.6	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	22.0	0.0	0.0	34.6	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	39.8	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.84	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	364	0	0	646	0	0	0	0
V/C Ratio (X)	0.94	0.00	0.00	0.87	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	385	0	0	646	0	0	0	0
Upstream Filter (I)	0.09	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	35.2	0.0	0.0	36.2	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	5.2	0.0	0.0	12.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	40.4	0.0	0.0	48.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	7.8	0.0	0.0	15.2	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.5	0.0	0.0	2.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	8.4	0.0	0.0	17.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.40	0.00	0.00	0.52	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	3	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1636	0	0	0	1066	0	0
Grp Sat Flow (s), veh/h/ln	0	1900	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	27.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	27.2	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1892	0	0	0	2061	0	0
V/C Ratio (X)	0.00	0.86	0.00	0.00	0.00	0.52	0.00	0.00
Avail Cap (c_a), veh/h	0	1892	0	0	0	2061	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.09	0.00	0.00
Uniform Delay (d1), s/veh	0.0	18.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.6	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.6	0.0	0.0	0.0	0.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	7.9	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.15	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		T+R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	536	0	695	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	0	1610	0	0	0	0
Q Serve Time (g_s), s	0.0	39.8	0.0	42.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	39.8	0.0	42.5	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	534	0	570	0	0	0	0
V/C Ratio (X)	0.00	1.00	0.00	1.22	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	534	0	570	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	20.2	0.0	38.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	39.6	0.0	113.7	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	59.8	0.0	152.4	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.6	0.0	16.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	5.9	0.0	18.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	14.5	0.0	34.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.27	0.00	1.02	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.4	0.0	31.2	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 6th Ctrl Delay		45.0						
HCM 6th LOS		D						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	648	787	247	101	975	531	104	613	76	336	29	222
Future Volume (veh/h)	648	787	247	101	975	531	104	613	76	336	29	222
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1700	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	682	828	260	106	1026	559	109	645	80	354	31	234
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	677	1108	348	128	1007	742	134	684	410	354	57	431
HCM Platoon Ratio	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.42	0.80	0.40	0.15	0.53	0.27	0.08	0.18	0.18	0.20	0.30	0.30
Unsig. Movement Delay												
Ln Grp Delay, s/veh	57.3	10.6	21.3	74.0	61.4	31.1	65.7	71.6	36.1	95.8	0.0	39.6
Ln Grp LOS	F	B	C	E	F	C	E	E	D	F	A	D
Approach Vol, veh/h		1770			1691			834			619	
Approach Delay, s/veh		31.7			52.2			67.4			71.7	
Approach LOS		C			D			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	3.0	2.0	4.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	28.0	26.1	13.5	52.4	13.9	40.2	29.6	36.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	23.5	21.6	11.3	45.6	15.4	29.7	25.1	31.8
Max Allow Headway (MAH), s	3.8	5.1	3.8	5.3	3.8	5.5	3.8	4.8
Max Q Clear (g_c+I1), s	25.5	22.1	9.2	28.0	9.5	18.2	27.1	33.8
Green Ext Time (g_e), s	0.0	0.0	0.0	7.1	0.1	1.2	0.0	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.97	1.00	0.97	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.33	0.12	0.00	1.00	1.00

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1810	1714	1714	3238

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3800	2773	192	3800

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1610	870	1448	1610

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

Lanes in Grp	1	0	1	0	1	0	2	0
Grp Vol (v), veh/h	354	0	106	0	109	0	682	0
Grp Sat Flow (s), veh/h/ln	1810	0	1714	0	1714	0	1619	0
Q Serve Time (g_s), s	23.5	0.0	7.2	0.0	7.5	0.0	25.1	0.0
Cycle Q Clear Time (g_c), s	23.5	0.0	7.2	0.0	7.5	0.0	25.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	354	0	128	0	134	0	677	0
V/C Ratio (X)	1.00	0.00	0.83	0.00	0.81	0.00	1.01	0.00
Avail Cap (c_a), veh/h	354	0	161	0	220	0	677	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	0.36	0.00
Uniform Delay (d1), s/veh	48.2	0.0	50.3	0.0	54.5	0.0	34.9	0.0
Incr Delay (d2), s/veh	47.5	0.0	23.7	0.0	11.2	0.0	22.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	95.8	0.0	74.0	0.0	65.7	0.0	57.3	0.0
1st-Term Q (Q1), veh/ln	10.5	0.0	2.9	0.0	3.2	0.0	7.9	0.0
2nd-Term Q (Q2), veh/ln	4.7	0.0	0.8	0.0	0.4	0.0	2.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	15.2	0.0	3.7	0.0	3.7	0.0	10.0	0.0
%ile Storage Ratio (RQ%)	1.97	0.00	0.04	0.00	0.32	0.00	0.96	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T				T
Lanes in Grp	0	2	0	1	0	0	0	2
Grp Vol (v), veh/h	0	645	0	567	0	0	0	1026
Grp Sat Flow (s), veh/h/ln	0	1900	0	1900	0	0	0	1900
Q Serve Time (g_s), s	0.0	20.1	0.0	17.9	0.0	0.0	0.0	31.8
Cycle Q Clear Time (g_c), s	0.0	20.1	0.0	17.9	0.0	0.0	0.0	31.8
Lane Grp Cap (c), veh/h	0	684	0	759	0	0	0	1007
V/C Ratio (X)	0.00	0.94	0.00	0.75	0.00	0.00	0.00	1.02
Avail Cap (c_a), veh/h	0	684	0	759	0	0	0	1007
Upstream Filter (I)	0.00	1.00	0.00	0.36	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	48.6	0.0	9.1	0.0	0.0	0.0	28.2
Incr Delay (d2), s/veh	0.0	23.0	0.0	1.5	0.0	0.0	0.0	33.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	71.6	0.0	10.6	0.0	0.0	0.0	61.4
1st-Term Q (Q1), veh/ln	0.0	9.5	0.0	3.6	0.0	0.0	0.0	10.6
2nd-Term Q (Q2), veh/ln	0.0	2.2	0.0	0.3	0.0	0.0	0.0	4.6

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	11.7	0.0	3.9	0.0	0.0	0.0	15.2
%ile Storage Ratio (RQ%)	0.00	1.03	0.00	0.16	0.00	0.00	0.00	0.18
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.7
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	80	0	521	0	265	0	559
Grp Sat Flow (s), veh/h/ln	0	1610	0	1743	0	1639	0	1610
Q Serve Time (g_s), s	0.0	4.7	0.0	26.0	0.0	16.2	0.0	31.8
Cycle Q Clear Time (g_c), s	0.0	4.7	0.0	26.0	0.0	16.2	0.0	31.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1610.2	0.0	0.0	0.0	0.0	0.0	1610.2
Prot RT Eff Green (g_R), s	0.0	9.0	0.0	0.0	0.0	0.0	0.0	23.5
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.50	0.00	0.88	0.00	1.00
Lane Grp Cap (c), veh/h	0	410	0	696	0	488	0	742
V/C Ratio (X)	0.00	0.20	0.00	0.75	0.00	0.54	0.00	0.75
Avail Cap (c_a), veh/h	0	410	0	696	0	488	0	742
Upstream Filter (I)	0.00	1.00	0.00	0.36	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	35.1	0.0	19.7	0.0	35.3	0.0	26.7
Incr Delay (d2), s/veh	0.0	1.1	0.0	1.6	0.0	4.3	0.0	4.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	36.1	0.0	21.3	0.0	39.6	0.0	31.1
1st-Term Q (Q1), veh/ln	0.0	1.8	0.0	8.5	0.0	6.5	0.0	12.9
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.3	0.0	0.6	0.0	0.9
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.0	0.0	8.8	0.0	7.1	0.0	13.8
%ile Storage Ratio (RQ%)	0.00	0.70	0.00	0.36	0.00	0.92	0.00	0.16
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	49.9
HCM 6th LOS	D

APPENDIX E-2:
LANES, VOLUMES, AND TIMINGS REPORTS

Lanes, Volumes, Timings
1: California Street & I-10 WB Ramps

01/30/2019

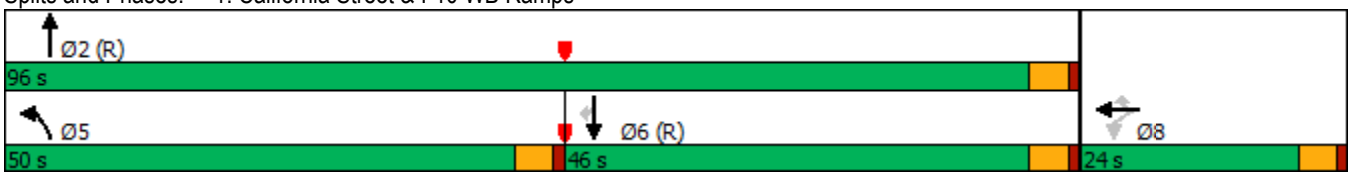
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	224	2	127	576	537	0	0	536	681
Future Volume (vph)	0	0	0	224	2	127	576	537	0	0	536	681
Ideal Flow (vphpl)	1900	1900	1900	1700	1800	1800	1700	1800	1900	1900	1800	1800
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected					0.953		0.950					
Satd. Flow (prot)	0	0	0	0	1715	1530	1615	3420	0	0	4914	1530
Flt Permitted					0.953		0.950					
Satd. Flow (perm)	0	0	0	0	1715	1530	1615	3420	0	0	4914	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						137						411
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1502			1273			312			1245	
Travel Time (s)		34.1			28.9			7.1			28.3	
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.93	0.93	0.95	0.95	0.93	0.93
Adj. Flow (vph)	0	0	0	241	2	137	619	577	0	0	576	732
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	243	137	619	577	0	0	576	732
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.15	1.07	1.07	1.15	1.07	1.00	1.00	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				24.0	24.0	24.0	50.0	96.0			46.0	46.0
Total Split (%)				20.0%	20.0%	20.0%	41.7%	80.0%			38.3%	38.3%
Maximum Green (s)				19.5	19.5	19.5	45.5	91.5			41.5	41.5
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					18.9	18.9	46.1	92.1			41.5	41.5
Actuated g/C Ratio					0.16	0.16	0.38	0.77			0.35	0.35
v/c Ratio					0.90	0.38	1.00	0.22			0.34	0.92
Control Delay					84.3	10.6	75.1	2.7			29.8	34.2
Queue Delay					0.0	0.0	38.6	0.6			0.0	0.0
Total Delay					84.3	10.6	113.7	3.3			29.8	34.2
LOS					F	B	F	A			C	C
Approach Delay					57.7			60.5			32.3	
Approach LOS					E			E			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 47.3 Intersection LOS: D
Intersection Capacity Utilization 141.7% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 1: California Street & I-10 WB Ramps



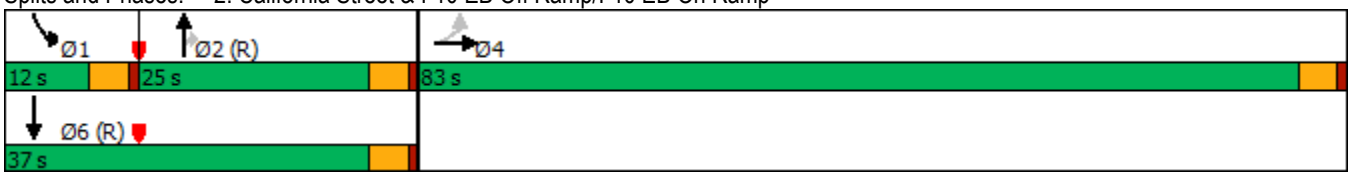
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	528	3	478	0	0	0	0	652	288	74	486	0
Future Volume (vph)	528	3	478	0	0	0	0	652	288	74	486	0
Ideal Flow (vphpl)	1700	1800	1800	1900	1900	1900	1900	1800	1800	1800	1800	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt		0.936							0.850			
Flt Protected		0.974								0.950		
Satd. Flow (prot)	0	1641	0	0	0	0	0	4914	1530	1710	3420	0
Flt Permitted		0.974								0.950		
Satd. Flow (perm)	0	1641	0	0	0	0	0	4914	1530	1710	3420	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		78							310			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1514			1294			812			312	
Travel Time (s)		34.4			29.4			18.5			7.1	
Peak Hour Factor	0.93	0.93	0.93	0.95	0.95	0.95	0.95	0.93	0.93	0.93	0.93	0.95
Adj. Flow (vph)	568	3	514	0	0	0	0	701	310	80	523	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1085	0	0	0	0	0	701	310	80	523	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.00	1.00	1.00	1.00	1.07	1.07	1.07	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2			
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	83.0	83.0						25.0	25.0	12.0	37.0	
Total Split (%)	69.2%	69.2%						20.8%	20.8%	10.0%	30.8%	
Maximum Green (s)	78.5	78.5						20.5	20.5	7.5	32.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		78.5						20.5	20.5	7.5	32.5	
Actuated g/C Ratio		0.65						0.17	0.17	0.06	0.27	
v/c Ratio		0.99						0.84	0.60	0.75	0.56	
Control Delay		43.8						58.0	10.1	113.4	30.7	
Queue Delay		39.2						6.7	0.0	0.0	0.7	
Total Delay		83.1						64.7	10.1	113.4	31.3	
LOS		F						E	B	F	C	
Approach Delay		83.1						48.0			42.2	
Approach LOS		F						D			D	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 60.8 Intersection LOS: E
Intersection Capacity Utilization 141.7% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 2: California Street & I-10 EB Off Ramp/I-10 EB On Ramp



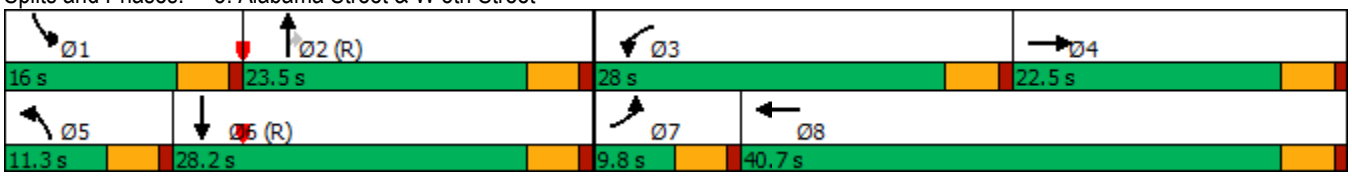
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	220	41	370	645	111	47	166	203	169	430	48
Future Volume (vph)	14	220	41	370	645	111	47	166	203	169	430	48
Ideal Flow (vphpl)	1700	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.977			0.978				0.850		0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3341	0	1710	3345	0	1615	3420	1530	1615	3369	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3341	0	1710	3345	0	1615	3420	1530	1615	3369	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			26				236		13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1908			2750			621			1649	
Travel Time (s)		43.4			62.5			14.1			37.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	14	227	42	381	665	114	48	171	209	174	443	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	269	0	381	779	0	48	171	209	174	492	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.07	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	9.8	22.5		28.0	40.7		11.3	23.5	23.5	16.0	28.2	
Total Split (%)	10.9%	25.0%		31.1%	45.2%		12.6%	26.1%	26.1%	17.8%	31.3%	
Maximum Green (s)	5.3	18.0		23.5	36.2		6.8	19.0	19.0	11.5	23.7	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	5.3	12.2		22.4	37.2		7.5	23.3	23.3	14.0	34.0	
Actuated g/C Ratio	0.06	0.14		0.25	0.41		0.08	0.26	0.26	0.16	0.38	
v/c Ratio	0.15	0.57		0.89	0.56		0.36	0.19	0.37	0.69	0.38	
Control Delay	43.9	37.9		57.6	21.1		46.1	28.6	5.0	51.9	23.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	43.9	37.9		57.6	21.1		46.1	28.6	5.0	51.9	23.5	
LOS	D	D		E	C		D	C	A	D	C	
Approach Delay		38.2			33.1			19.0			30.9	
Approach LOS		D			C			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 30.7 Intersection LOS: C
Intersection Capacity Utilization 62.8% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: Alabama Street & W 5th Street



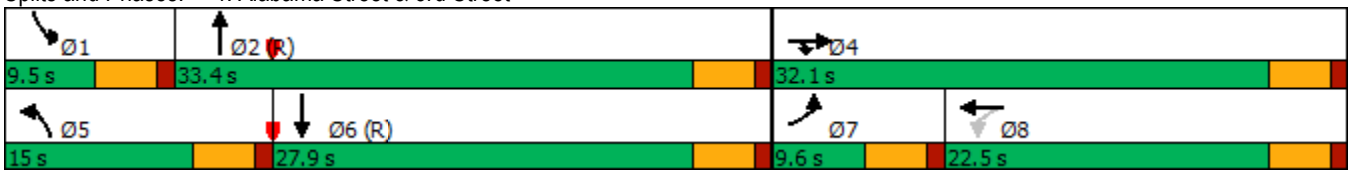
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	2	223	3	3	27	175	275	4	15	632	217
Future Volume (vph)	106	2	223	3	3	27	175	275	4	15	632	217
Ideal Flow (vphpl)	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.875			0.998			0.962	
Flt Protected	0.950				0.996		0.950			0.950		
Satd. Flow (prot)	2949	1800	1530	0	2981	0	1615	3413	0	1615	3290	0
Flt Permitted	0.950				0.931		0.950			0.950		
Satd. Flow (perm)	2949	1800	1530	0	2786	0	1615	3413	0	1615	3290	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			248		30			2			66	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1074			950			6690			621	
Travel Time (s)		24.4			21.6			152.0			14.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	118	2	248	3	3	30	194	306	4	17	702	241
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	2	248	0	36	0	194	310	0	17	943	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.24	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Prot	Perm	NA		Prot	NA		Prot	NA	
Protected Phases	7	4	4		8		5	2		1	6	
Permitted Phases				8								
Detector Phase	7	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	9.6	32.1	32.1	22.5	22.5		15.0	33.4		9.5	27.9	
Total Split (%)	12.8%	42.8%	42.8%	30.0%	30.0%		20.0%	44.5%		12.7%	37.2%	
Maximum Green (s)	5.1	27.6	27.6	18.0	18.0		10.5	28.9		5.0	23.4	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0	0	0			0			0	
Act Effct Green (s)	5.2	11.7	11.7		6.0		15.2	51.8		6.4	34.6	
Actuated g/C Ratio	0.07	0.16	0.16		0.08		0.20	0.69		0.09	0.46	
v/c Ratio	0.58	0.01	0.55		0.14		0.59	0.13		0.12	0.61	
Control Delay	46.4	23.0	8.9		16.2		34.3	5.8		33.2	18.2	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay	46.4	23.0	8.9		16.2		34.3	5.8		33.2	18.2	
LOS	D	C	A		B		C	A		C	B	
Approach Delay		21.0			16.2			16.8			18.5	
Approach LOS		C			B			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 18.5 Intersection LOS: B
Intersection Capacity Utilization 58.1% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4: Alabama Street & 3rd Street



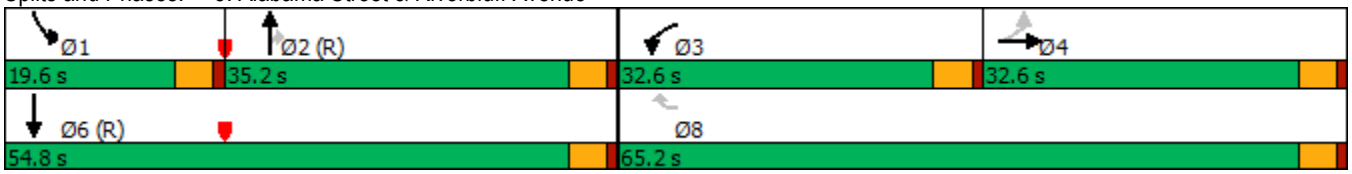
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	31	0	28	0	403	26	34	823	0
Future Volume (vph)	0	0	0	31	0	28	0	403	26	34	823	0
Ideal Flow (vphpl)	1700	1800	1800	1700	1900	1800	1900	1800	1800	1700	1800	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1800	0	1615	0	1530	0	1800	1530	1615	1800	0
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	1800	0	1615	0	1530	0	1800	1530	1615	1800	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						55			95			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		416			1617			460			310	
Travel Time (s)		9.5			36.8			10.5			7.0	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.95	0.82	0.95	0.82	0.82	0.82	0.82	0.95
Adj. Flow (vph)	0	0	0	38	0	34	0	491	32	41	1004	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	38	0	34	0	491	32	41	1004	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.00	1.07	1.00	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1		1		2	1	1	2	
Detector Template	Left	Thru		Left		Right		Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20		20		100	20	20	100	
Trailing Detector (ft)	0	0		0		0		0	0	0	0	
Detector 1 Position(ft)	0	0		0		0		0	0	0	0	
Detector 1 Size(ft)	20	6		20		20		6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type				Prot		Perm		NA	Perm	Prot	NA	
Protected Phases		4		3				2		1	6	
Permitted Phases	4					8			2			
Detector Phase	4	4		3		8		2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0		5.0		5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5		22.5		22.5	22.5	9.5	22.5	
Total Split (s)	32.6	32.6		32.6		65.2		35.2	35.2	19.6	54.8	
Total Split (%)	27.2%	27.2%		27.2%		54.3%		29.3%	29.3%	16.3%	45.7%	
Maximum Green (s)	28.1	28.1		28.1		60.7		30.7	30.7	15.1	50.3	
Yellow Time (s)	3.5	3.5		3.5		3.5		3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0		1.0		1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5		4.5		4.5		4.5	4.5	4.5	4.5	
Lead/Lag	Lag	Lag		Lead				Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes				Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0		3.0		3.0	3.0	3.0	3.0	
Recall Mode	None	None		None		None		C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0		7.0		7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0		11.0		11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0		0		0	0		0	
Act Effct Green (s)				8.3		8.0		96.9	96.9	8.5	108.8	
Actuated g/C Ratio				0.07		0.07		0.81	0.81	0.07	0.91	
v/c Ratio				0.34		0.22		0.34	0.03	0.36	0.62	
Control Delay				60.7		9.0		5.7	0.0	61.1	4.4	
Queue Delay				0.0		0.0		0.0	0.0	0.0	0.0	
Total Delay				60.7		9.0		5.7	0.0	61.1	4.4	
LOS				E		A		A	A	E	A	
Approach Delay					36.3			5.3			6.6	
Approach LOS					D			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 7.5 Intersection LOS: A
Intersection Capacity Utilization 56.1% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 5: Alabama Street & Riverbluff Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	57	5	5	2	2	9	457	14	6	636	105
Future Volume (vph)	20	57	5	5	2	2	9	457	14	6	636	105
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.973			0.995			0.979	
Flt Protected		0.988			0.971		0.950			0.950		
Satd. Flow (prot)	0	1764	0	0	1701	0	1615	1791	0	1615	1762	0
Flt Permitted		0.916			0.896		0.950			0.950		
Satd. Flow (perm)	0	1636	0	0	1569	0	1615	1791	0	1615	1762	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			2			3			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			825			2693			290	
Travel Time (s)		6.8			18.8			61.2			6.6	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	24	68	6	6	2	2	11	544	17	7	757	125
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	10	0	11	561	0	7	882	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	22.6	22.6		22.6	22.6		9.6	47.8		9.6	47.8	
Total Split (%)	28.3%	28.3%		28.3%	28.3%		12.0%	59.8%		12.0%	59.8%	
Maximum Green (s)	18.1	18.1		18.1	18.1		5.1	43.3		5.1	43.3	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		9.8			9.7		6.2	61.9		6.0	61.8	
Actuated g/C Ratio		0.12			0.12		0.08	0.77		0.08	0.77	
v/c Ratio		0.48			0.05		0.09	0.40		0.06	0.65	
Control Delay		38.5			26.9		35.4	6.3		35.2	10.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		38.5			26.9		35.4	6.3		35.2	10.8	
LOS		D			C		D	A		D	B	
Approach Delay		38.5			26.9			6.9			10.9	
Approach LOS		D			C			A			B	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 11.3 Intersection LOS: B
Intersection Capacity Utilization 54.4% ICU Level of Service A
Analysis Period (min) 15

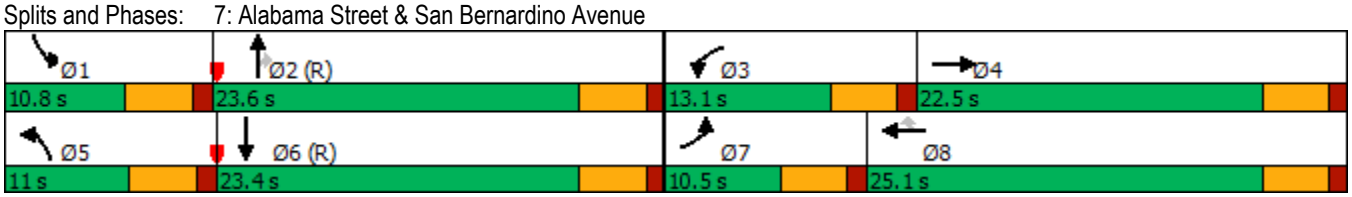
Splits and Phases: 6: Alabama Street & Palmetto Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	127	29	170	355	80	112	214	75	43	414	77
Future Volume (vph)	36	127	29	170	355	80	112	214	75	43	414	77
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	100		0	0		0	170		0	260		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.972				0.850			0.850		0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3324	0	1615	3420	1530	1615	3420	1530	1615	3338	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3324	0	1615	3420	1530	1615	3420	1530	1615	3338	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32				164			164		30	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5507			2072			2636			2693	
Travel Time (s)		125.2			47.1			59.9			61.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	40	140	32	187	390	88	123	235	82	47	455	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	172	0	187	390	88	123	235	82	47	540	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	10.5	22.5		13.1	25.1	25.1	11.0	23.6	23.6	10.8	23.4	
Total Split (%)	15.0%	32.1%		18.7%	35.9%	35.9%	15.7%	33.7%	33.7%	15.4%	33.4%	
Maximum Green (s)	6.0	18.0		8.6	20.6	20.6	6.5	19.1	19.1	6.3	18.9	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effct Green (s)	5.9	10.7		8.6	17.5	17.5	10.0	29.7	29.7	7.2	22.7	
Actuated g/C Ratio	0.08	0.15		0.12	0.25	0.25	0.14	0.42	0.42	0.10	0.32	
v/c Ratio	0.29	0.32		0.94	0.46	0.17	0.53	0.16	0.11	0.28	0.49	
Control Delay	36.1	21.8		86.0	24.6	1.2	36.1	9.0	2.4	33.0	20.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	36.1	21.8		86.0	24.6	1.2	36.1	9.0	2.4	33.0	20.9	
LOS	D	C		F	C	A	D	A	A	C	C	
Approach Delay		24.5			38.8			15.3			21.8	
Approach LOS		C			D			B			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 26.5	Intersection LOS: C
Intersection Capacity Utilization 51.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Alabama Street & San Bernardino Avenue

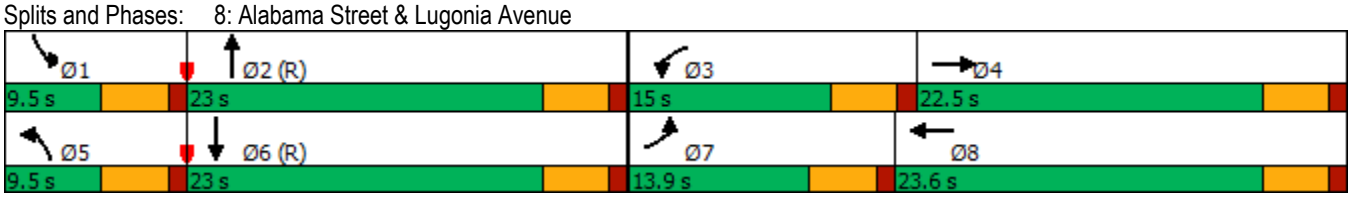


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	70	41	193	274	46	78	347	105	44	426	117
Future Volume (vph)	71	70	41	193	274	46	78	347	105	44	426	117
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	220		0	0		0	200		0	180		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Frt		0.945			0.978			0.965			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3232	0	1615	3345	0	1615	3300	0	1615	4757	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3232	0	1615	3345	0	1615	3300	0	1615	4757	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45			27			55			97	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5332			3791			1051			2636	
Travel Time (s)		121.2			86.2			23.9			59.9	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	78	77	45	212	301	51	86	381	115	48	468	129
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	122	0	212	352	0	86	496	0	48	597	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	13.9	22.5		15.0	23.6		9.5	23.0		9.5	23.0	
Total Split (%)	19.9%	32.1%		21.4%	33.7%		13.6%	32.9%		13.6%	32.9%	
Maximum Green (s)	9.4	18.0		10.5	19.1		5.0	18.5		5.0	18.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	8.1	10.2		10.5	12.6		8.6	30.4		7.1	26.9	
Actuated g/C Ratio	0.12	0.15		0.15	0.18		0.12	0.43		0.10	0.38	
v/c Ratio	0.42	0.24		0.88	0.56		0.43	0.34		0.29	0.32	
Control Delay	35.5	17.4		65.8	27.4		35.6	15.8		43.4	7.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	35.5	17.4		65.8	27.4		35.6	15.8		43.4	7.9	
LOS	D	B		E	C		D	B		D	A	
Approach Delay		24.5			41.8			18.7			10.5	
Approach LOS		C			D			B			B	

Intersection Summary	
Area Type: Other	
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 23.2	Intersection LOS: C
Intersection Capacity Utilization 48.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: Alabama Street & Lugonia Avenue

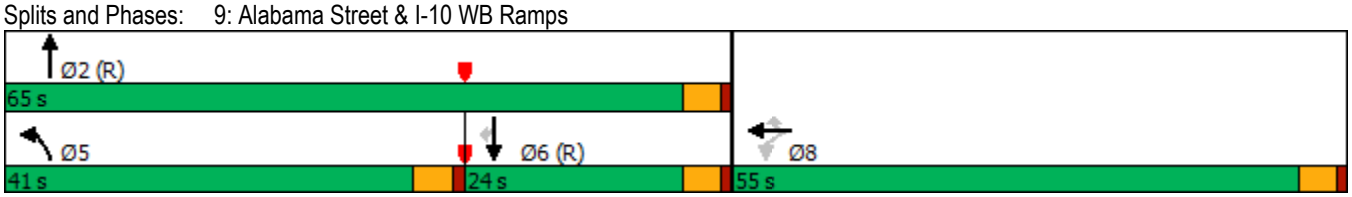


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	267	316	319	404	589	0	0	313	219
Future Volume (vph)	0	0	0	267	316	319	404	589	0	0	313	219
Ideal Flow (vphpl)	1900	1900	1900	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected					0.978		0.950					
Satd. Flow (prot)	0	0	0	0	1760	1530	1615	3420	0	0	3420	1615
Flt Permitted					0.978		0.950					
Satd. Flow (perm)	0	0	0	0	1760	1530	1615	3420	0	0	3420	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						215						233
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		918			1093			591			1051	
Travel Time (s)		20.9			24.8			13.4			23.9	
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.94	0.94	0.95	0.95	0.94	0.94
Adj. Flow (vph)	0	0	0	284	336	339	430	627	0	0	333	233
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	620	339	430	627	0	0	333	233
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				55.0	55.0	55.0	41.0	65.0			24.0	24.0
Total Split (%)				45.8%	45.8%	45.8%	34.2%	54.2%			20.0%	20.0%
Maximum Green (s)				50.5	50.5	50.5	36.5	60.5			19.5	19.5
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					47.3	47.3	34.5	63.7			24.7	24.7
Actuated g/C Ratio					0.39	0.39	0.29	0.53			0.21	0.21
v/c Ratio					0.89	0.46	0.93	0.35			0.47	0.45
Control Delay					50.6	10.9	78.0	19.9			46.4	8.7
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay					50.6	10.9	78.0	19.9			46.4	8.7
LOS					D	B	E	B			D	A
Approach Delay					36.5			43.5			30.8	
Approach LOS					D			D			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 38.1	Intersection LOS: D
Intersection Capacity Utilization 83.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 9: Alabama Street & I-10 WB Ramps

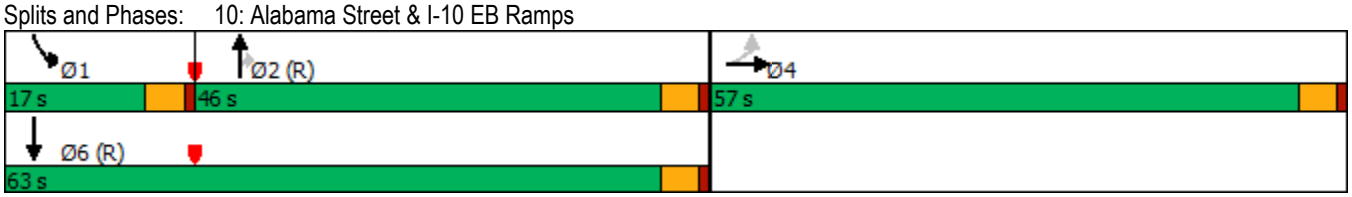


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	374	6	523	0	0	0	0	620	98	52	532	0
Future Volume (vph)	374	6	523	0	0	0	0	620	98	52	532	0
Ideal Flow (vphpl)	1700	1800	1800	1900	1900	1900	1900	1800	1800	1700	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.913							0.850			
Flt Protected		0.980								0.950		
Satd. Flow (prot)	0	3060	0	0	0	0	0	3420	1530	1615	3610	0
Flt Permitted		0.980								0.950		
Satd. Flow (perm)	0	3060	0	0	0	0	0	3420	1530	1615	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		220							110			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		898			623			1369			591	
Travel Time (s)		20.4			14.2			31.1			13.4	
Peak Hour Factor	0.89	0.89	0.89	0.95	0.95	0.95	0.95	0.89	0.89	0.89	0.89	0.95
Adj. Flow (vph)	420	7	588	0	0	0	0	697	110	58	598	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1015	0	0	0	0	0	697	110	58	598	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.00	1.00	1.00	1.00	1.07	1.07	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	57.0	57.0						46.0	46.0	17.0	63.0	
Total Split (%)	47.5%	47.5%						38.3%	38.3%	14.2%	52.5%	
Maximum Green (s)	52.5	52.5						41.5	41.5	12.5	58.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		43.0						56.0	56.0	9.6	68.0	
Actuated g/C Ratio		0.36						0.47	0.47	0.08	0.57	
v/c Ratio		0.82						0.44	0.14	0.45	0.29	
Control Delay		32.6						25.1	5.2	71.3	16.0	
Queue Delay		0.0						0.0	0.0	0.0	0.0	
Total Delay		32.6						25.1	5.2	71.3	16.0	
LOS		C						C	A	E	B	
Approach Delay		32.6						22.4			20.9	
Approach LOS		C						C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 26.2	Intersection LOS: C
Intersection Capacity Utilization 83.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 10: Alabama Street & I-10 EB Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	273	444	790	987	0	0	0	0	177	0	182
Future Volume (vph)	0	273	444	790	987	0	0	0	0	177	0	182
Ideal Flow (vphpl)	1900	1800	1800	1600	1800	1900	1900	1900	1900	1700	1900	1900
Storage Length (ft)	0		220	0		0	0		0	0		0
Storage Lanes	0		1	2		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3420	1530	2949	3420	0	0	0	0	1615	0	1615
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	3420	1530	2949	3420	0	0	0	0	1615	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			467									117
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2750			477			659			386	
Travel Time (s)		62.5			10.8			15.0			8.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	287	467	832	1039	0	0	0	0	186	0	192
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	287	467	832	1039	0	0	0	0	186	0	192
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.07	1.07	1.24	1.07	1.00	1.00	1.00	1.00	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA	Perm	Prot	NA					Prot		Perm
Protected Phases		4		3	8					1		
Permitted Phases			4									6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4	4	3	8					1		6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0		5.0
Minimum Split (s)		22.5	22.5	9.5	22.5					9.5		22.5
Total Split (s)		22.5	22.5	25.0	47.5					22.5		22.5
Total Split (%)		32.1%	32.1%	35.7%	67.9%					32.1%		32.1%
Maximum Green (s)		18.0	18.0	20.5	43.0					18.0		18.0
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5		3.5
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0		1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0		0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5					4.5		4.5
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0		3.0
Recall Mode		None	None	None	None					None		C-Max
Walk Time (s)		7.0	7.0		7.0							7.0
Flash Dont Walk (s)		11.0	11.0		11.0							11.0
Pedestrian Calls (#/hr)		0	0		0							0
Act Effct Green (s)		13.1	13.1	20.5	38.1					22.9		22.9
Actuated g/C Ratio		0.19	0.19	0.29	0.54					0.33		0.33
v/c Ratio		0.45	0.70	0.96	0.56					0.35		0.32
Control Delay		26.6	8.9	49.7	11.3					21.8		10.3
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		26.6	8.9	49.7	11.3					21.8		10.3
LOS		C	A	D	B					C		B
Approach Delay		15.6			28.4						16.0	
Approach LOS		B			C						B	

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 0 (0%), Referenced to phase 2: and 6:SBR, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 23.6	Intersection LOS: C
Intersection Capacity Utilization 78.0%	ICU Level of Service D
Analysis Period (min) 15	

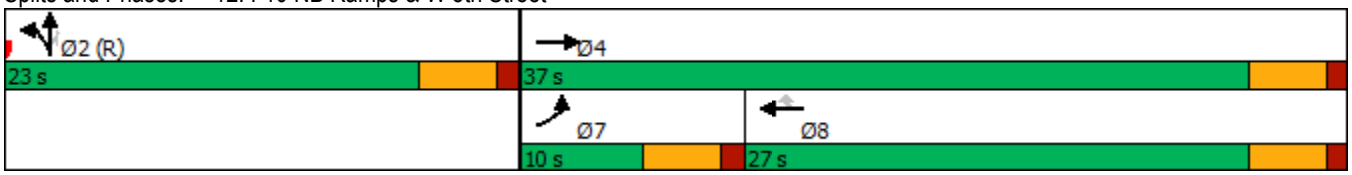
Splits and Phases: 11: 210 SB Ramps & W 5th Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	389	0	0	1375	365	399	2	291	0	0	0
Future Volume (vph)	61	389	0	0	1375	365	399	2	291	0	0	0
Ideal Flow (vphpl)	1700	1800	1900	1900	1800	1800	1700	1800	1800	1900	1900	1900
Storage Length (ft)	90		0	0		360	0		0	0		0
Storage Lanes	1		0	0		1	1		2	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.95	0.95	0.88	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.953				
Satd. Flow (prot)	1615	3420	0	0	4914	1530	1534	1630	2693	0	0	0
Flt Permitted	0.950						0.950	0.953				
Satd. Flow (perm)	1615	3420	0	0	4914	1530	1534	1630	2693	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						397			316			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		477			2099			595			477	
Travel Time (s)		10.8			47.7			13.5			10.8	
Peak Hour Factor	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Adj. Flow (vph)	66	423	0	0	1495	397	434	2	316	0	0	0
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	66	423	0	0	1495	397	217	219	316	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.00	1.00	1.07	1.07	1.15	1.07	1.07	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm			
Protected Phases	7	4			8		2	2				
Permitted Phases						8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4			8	8	2	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
Minimum Split (s)	9.5	22.5			22.5	22.5	22.5	22.5	22.5			
Total Split (s)	10.0	37.0			27.0	27.0	23.0	23.0	23.0			
Total Split (%)	16.7%	61.7%			45.0%	45.0%	38.3%	38.3%	38.3%			
Maximum Green (s)	5.5	32.5			22.5	22.5	18.5	18.5	18.5			
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.5	4.5			4.5	4.5	4.5	4.5	4.5			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	None			None	None	C-Max	C-Max	C-Max			
Walk Time (s)		7.0			7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)		0			0	0	0	0	0			
Act Effct Green (s)	5.5	31.0			25.0	25.0	20.0	20.0	20.0			
Actuated g/C Ratio	0.09	0.52			0.42	0.42	0.33	0.33	0.33			
v/c Ratio	0.45	0.24			0.73	0.46	0.43	0.40	0.29			
Control Delay	35.9	8.0			18.0	3.7	19.7	19.1	3.1			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	35.9	8.0			18.0	3.7	19.7	19.1	3.1			
LOS	D	A			B	A	B	B	A			
Approach Delay		11.8			15.0			12.5				
Approach LOS		B			B			B				

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 13.9	Intersection LOS: B
Intersection Capacity Utilization 78.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 12: I-10 NB Ramps & W 5th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	208	22	57	349	341	17	6	24	288	243	309
Future Volume (vph)	46	208	22	57	349	341	17	6	24	288	243	309
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	260		0	0		0	230		0	100		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.916	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3420	1530	1615	1800	1530	1615	1800	1530	1615	3133	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3420	1530	1615	1800	1530	1615	1800	1530	1615	3133	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			218			359			218		325	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2072			709			529			237	
Travel Time (s)		47.1			16.1			12.0			5.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	48	219	23	60	367	359	18	6	25	303	256	325
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	219	23	60	367	359	18	6	25	303	581	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.5	23.5	19.0	33.0	
Total Split (%)	12.7%	30.7%	30.7%	12.7%	30.7%	30.7%	12.7%	31.3%	31.3%	25.3%	44.0%	
Maximum Green (s)	5.0	18.5	18.5	5.0	18.5	18.5	5.0	19.0	19.0	14.5	28.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	5.0	16.0	16.0	5.0	17.9	17.9	5.2	21.6	21.6	16.3	40.5	
Actuated g/C Ratio	0.07	0.21	0.21	0.07	0.24	0.24	0.07	0.29	0.29	0.22	0.54	
v/c Ratio	0.45	0.30	0.05	0.56	0.86	0.56	0.16	0.01	0.04	0.87	0.32	
Control Delay	47.6	25.4	0.2	55.8	48.0	6.8	36.6	21.2	0.1	56.1	5.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	47.6	25.4	0.2	55.8	48.0	6.8	36.6	21.2	0.1	56.1	5.7	
LOS	D	C	A	E	D	A	D	C	A	E	A	
Approach Delay		27.1			29.8			16.1			23.0	
Approach LOS		C			C			B			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 75	
Actuated Cycle Length: 75	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 26.1	Intersection LOS: C
Intersection Capacity Utilization 59.3%	ICU Level of Service B
Analysis Period (min) 15	

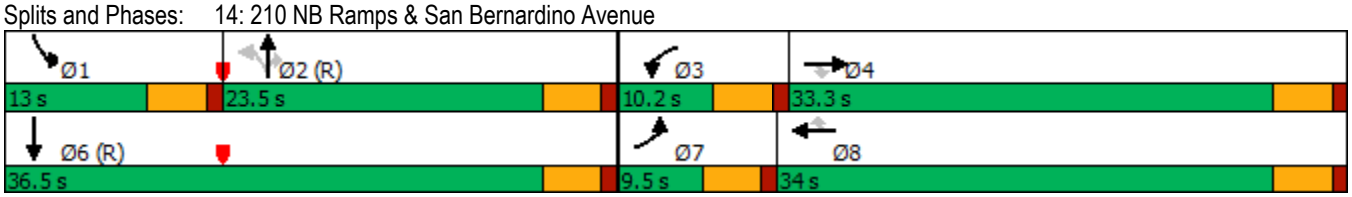
Splits and Phases: 13: 210 SB Ramps & San Bernardino Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	294	127	32	595	306	51	313	21	149	9	132
Future Volume (vph)	109	294	127	32	595	306	51	313	21	149	9	132
Ideal Flow (vphpl)	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	300		0	0		0	150		70	0		0
Storage Lanes	2		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.859	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	2949	1800	1530	1615	1800	1530	1615	3420	1530	1615	1546	0
Flt Permitted	0.950			0.950			0.663			0.950		
Satd. Flow (perm)	2949	1800	1530	1615	1800	1530	1127	3420	1530	1615	1546	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143			319			143		138	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		709			2232			344			268	
Travel Time (s)		16.1			50.7			7.8			6.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	114	306	132	33	620	319	53	326	22	155	9	138
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	306	132	33	620	319	53	326	22	155	147	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.24	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases			4			8	2		2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	
Total Split (s)	9.5	33.3	33.3	10.2	34.0	34.0	23.5	23.5	23.5	13.0	36.5	
Total Split (%)	11.9%	41.6%	41.6%	12.8%	42.5%	42.5%	29.4%	29.4%	29.4%	16.3%	45.6%	
Maximum Green (s)	5.0	28.8	28.8	5.7	29.5	29.5	19.0	19.0	19.0	8.5	32.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0		0	
Act Effct Green (s)	5.0	32.6	32.6	5.7	29.1	29.1	20.9	20.9	20.9	8.9	34.3	
Actuated g/C Ratio	0.06	0.41	0.41	0.07	0.36	0.36	0.26	0.26	0.26	0.11	0.43	
v/c Ratio	0.62	0.42	0.19	0.29	0.95	0.42	0.18	0.36	0.04	0.87	0.20	
Control Delay	52.4	19.6	3.6	42.1	51.0	4.1	26.5	26.4	0.1	79.0	4.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	52.4	19.6	3.6	42.1	51.0	4.1	26.5	26.4	0.1	79.0	4.2	
LOS	D	B	A	D	D	A	C	C	A	E	A	
Approach Delay		22.6			35.3			25.0			42.6	
Approach LOS		C			D			C			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 31.3	Intersection LOS: C
Intersection Capacity Utilization 70.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 14: 210 NB Ramps & San Bernardino Avenue



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	27	121	0	0	0
Future Volume (vph)	0	27	121	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1900	1900	0	1900	1900
Flt Permitted						
Satd. Flow (perm)	0	1900	1900	0	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		1636	441		315	
Travel Time (s)		37.2	10.0		7.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	28	127	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	28	127	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 9.7%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	27	121	0	0	0
Future Volume (vph)	0	27	121	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1900	1900	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1900	1900	0	1900	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		441	580		365	
Travel Time (s)		10.0	13.2		8.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	28	127	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	28	127	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 9.7%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	27	121	0	0	0
Future Volume (vph)	0	27	121	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1900	1900	0	1900	1900
Flt Permitted						
Satd. Flow (perm)	0	1900	1900	0	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		580	300		152	
Travel Time (s)		13.2	6.8		3.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	28	127	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	28	127	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 9.7%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	433	693	0
Future Volume (vph)	0	0	0	433	693	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1900	0	1900	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1900	0	1900	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	368			290	460	
Travel Time (s)	8.4			6.6	10.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	456	729	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	456	729	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.8%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	433	693	0
Future Volume (vph)	0	0	0	433	693	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1900	0	1900	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1900	0	1900	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	317			310	6690	
Travel Time (s)	7.2			7.0	152.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	456	729	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	456	729	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.8%		ICU Level of Service A	
Analysis Period (min) 15			

Lanes, Volumes, Timings
1: California Street & I-10 WB Ramps

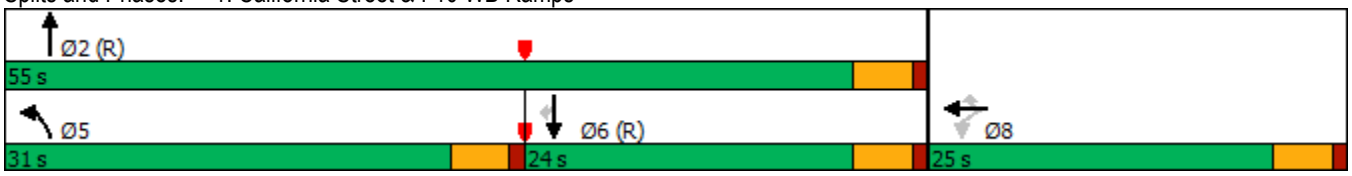
01/30/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	343	9	375	454	689	0	0	179	353
Future Volume (vph)	0	0	0	343	9	375	454	689	0	0	179	353
Ideal Flow (vphpl)	1900	1900	1900	1700	1800	1800	1700	1800	1900	1900	1800	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected					0.954		0.950					
Satd. Flow (prot)	0	0	0	0	1717	1530	1615	3420	0	0	4914	1615
Flt Permitted					0.954		0.950					
Satd. Flow (perm)	0	0	0	0	1717	1530	1615	3420	0	0	4914	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						263						353
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1502			1273			312			1245	
Travel Time (s)		34.1			28.9			7.1			28.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	93%	93%	93%	93%	93%	100%	100%	93%	93%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	343	9	375	454	689	0	0	179	353
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	352	375	454	689	0	0	179	353
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.15	1.07	1.07	1.15	1.07	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				25.0	25.0	25.0	31.0	55.0			24.0	24.0
Total Split (%)				31.3%	31.3%	31.3%	38.8%	68.8%			30.0%	30.0%
Maximum Green (s)				20.5	20.5	20.5	26.5	50.5			19.5	19.5
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					19.3	19.3	25.0	51.7			22.2	22.2
Actuated g/C Ratio					0.24	0.24	0.31	0.65			0.28	0.28
v/c Ratio					0.85	0.66	0.90	0.31			0.13	0.50
Control Delay					49.4	14.6	49.2	7.0			23.3	5.9
Queue Delay					0.0	0.0	22.6	0.6			0.0	0.0
Total Delay					49.4	14.6	71.8	7.5			23.3	5.9
LOS					D	B	E	A			C	A
Approach Delay					31.5			33.1			11.7	
Approach LOS					C			C			B	

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 27.8	Intersection LOS: C
Intersection Capacity Utilization 95.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: California Street & I-10 WB Ramps

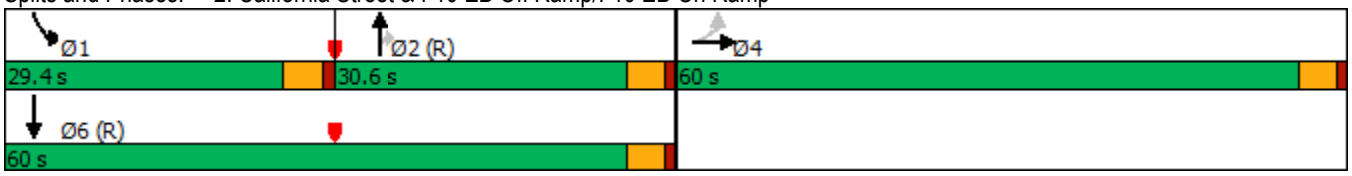


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	338	3	361	0	0	0	0	822	436	259	505	0
Future Volume (vph)	338	3	361	0	0	0	0	822	436	259	505	0
Ideal Flow (vphpl)	1700	1800	1800	1900	1900	1900	1900	1800	1800	1700	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt		0.931							0.850			
Flt Protected		0.976								0.950		
Satd. Flow (prot)	0	1636	0	0	0	0	0	4914	1530	1615	3610	0
Flt Permitted		0.976								0.950		
Satd. Flow (perm)	0	1636	0	0	0	0	0	4914	1530	1615	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		59							436			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1514			1294			812			312	
Travel Time (s)		34.4			29.4			18.5			7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	96%	96%	96%	100%	100%	100%	100%	96%	96%	96%	96%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	338	3	361	0	0	0	0	822	436	259	505	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	702	0	0	0	0	0	822	436	259	505	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.00	1.00	1.00	1.00	1.07	1.07	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2			
Detector Phase	4	4						2	2	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	60.0	60.0						30.6	30.6	29.4	60.0	
Total Split (%)	50.0%	50.0%						25.5%	25.5%	24.5%	50.0%	
Maximum Green (s)	55.5	55.5						26.1	26.1	24.9	55.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		52.6						31.2	31.2	22.6	58.4	
Actuated g/C Ratio		0.44						0.26	0.26	0.19	0.49	
v/c Ratio		0.94						0.64	0.61	0.85	0.29	
Control Delay		49.9						43.5	7.7	71.8	19.6	
Queue Delay		0.0						0.0	0.0	9.6	1.0	
Total Delay		49.9						43.5	7.7	81.4	20.6	
LOS		D						D	A	F	C	
Approach Delay		49.9						31.1			41.2	
Approach LOS		D						C			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 38.8	Intersection LOS: D
Intersection Capacity Utilization 95.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 2: California Street & I-10 EB Off Ramp/I-10 EB On Ramp

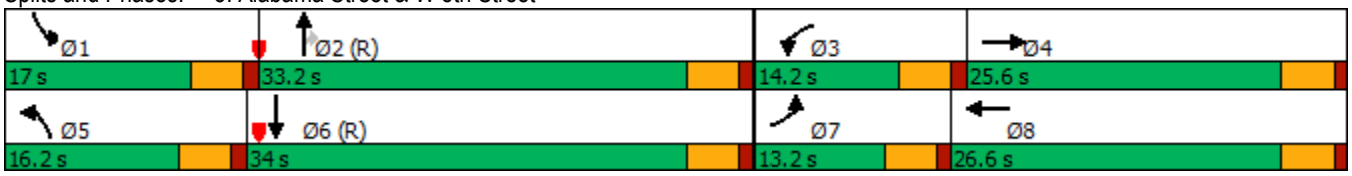


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	680	50	173	241	133	99	551	487	201	290	25
Future Volume (vph)	57	680	50	173	241	133	99	551	487	201	290	25
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.990			0.947				0.850		0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3386	0	1615	3239	0	1615	3420	1530	1615	3379	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3386	0	1615	3239	0	1615	3420	1530	1615	3379	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			110				285		11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1908			2750			621			1649	
Travel Time (s)		43.4			62.5			14.1			37.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	91%	91%	91%	91%	91%	91%	91%	91%	91%	91%	91%	91%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	57	680	50	173	241	133	99	551	487	201	290	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	730	0	173	374	0	99	551	487	201	315	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	13.2	25.6		14.2	26.6		16.2	33.2	33.2	17.0	34.0	
Total Split (%)	14.7%	28.4%		15.8%	29.6%		18.0%	36.9%	36.9%	18.9%	37.8%	
Maximum Green (s)	8.7	21.1		9.7	22.1		11.7	28.7	28.7	12.5	29.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	7.7	21.0		9.7	25.0		9.9	28.7	28.7	12.5	33.5	
Actuated g/C Ratio	0.09	0.23		0.11	0.28		0.11	0.32	0.32	0.14	0.37	
v/c Ratio	0.41	0.92		0.99	0.38		0.56	0.51	0.71	0.89	0.25	
Control Delay	47.8	51.3		109.9	20.5		49.8	26.9	17.5	78.3	20.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	47.8	51.3		109.9	20.5		49.8	26.9	17.5	78.3	20.8	
LOS	D	D		F	C		D	C	B	E	C	
Approach Delay		51.0			48.8			24.8			43.2	
Approach LOS		D			D			C			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 39.3	Intersection LOS: D
Intersection Capacity Utilization 71.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Alabama Street & W 5th Street

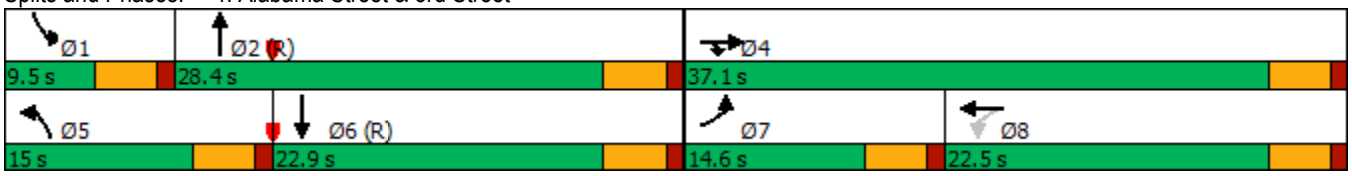


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	394	28	347	9	3	16	212	779	3	6	451	76
Future Volume (vph)	394	28	347	9	3	16	212	779	3	6	451	76
Ideal Flow (vphpl)	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.914			0.999			0.978	
Flt Protected	0.950				0.984		0.950			0.950		
Satd. Flow (prot)	2949	1800	1530	0	3076	0	1615	3417	0	1615	3345	0
Flt Permitted	0.950				0.955		0.950			0.950		
Satd. Flow (perm)	2949	1800	1530	0	2985	0	1615	3417	0	1615	3345	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			340		16			1			24	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1074			950			6690			621	
Travel Time (s)		24.4			21.6			152.0			14.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	394	28	347	9	3	16	212	779	3	6	451	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	394	28	347	0	28	0	212	782	0	6	527	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.24	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Prot	Perm	NA		Prot	NA		Prot	NA	
Protected Phases	7	4	4		8		5	2		1	6	
Permitted Phases				8								
Detector Phase	7	4	4	8	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	14.6	37.1	37.1	22.5	22.5		15.0	28.4		9.5	22.9	
Total Split (%)	19.5%	49.5%	49.5%	30.0%	30.0%		20.0%	37.9%		12.7%	30.5%	
Maximum Green (s)	10.1	32.6	32.6	18.0	18.0		10.5	23.9		5.0	18.4	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0	0	0			0			0	
Act Effct Green (s)	10.1	14.5	14.5		6.0		16.8	49.2		5.9	30.2	
Actuated g/C Ratio	0.13	0.19	0.19		0.08		0.22	0.66		0.08	0.40	
v/c Ratio	0.99	0.08	0.61		0.11		0.59	0.35		0.05	0.39	
Control Delay	78.7	22.4	8.0		21.2		32.5	8.2		32.5	18.2	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay	78.7	22.4	8.0		21.2		32.5	8.2		32.5	18.2	
LOS	E	C	A		C		C	A		C	B	
Approach Delay		44.8			21.2			13.4			18.4	
Approach LOS		D			C			B			B	

Intersection Summary	
Area Type:	Other
Cycle Length: 75	
Actuated Cycle Length: 75	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 25.0	Intersection LOS: C
Intersection Capacity Utilization 58.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 4: Alabama Street & 3rd Street

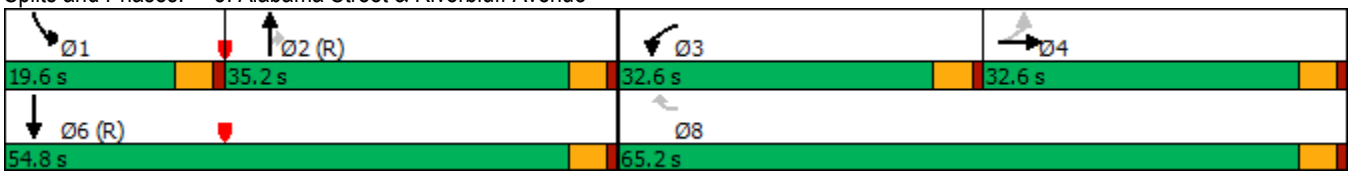


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	34	0	57	0	903	41	38	783	0
Future Volume (vph)	0	0	0	34	0	57	0	903	41	38	783	0
Ideal Flow (vphpl)	1700	1800	1800	1700	1900	1800	1900	1800	1800	1700	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1800	0	1615	0	1530	0	1800	1530	1615	1900	0
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	1800	0	1615	0	1530	0	1800	1530	1615	1900	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						57			95			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		416			1617			460			310	
Travel Time (s)		9.5			36.8			10.5			7.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	34	0	57	0	903	41	38	783	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	34	0	57	0	903	41	38	783	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.00	1.07	1.00	1.07	1.07	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1		1		2	1	1	2	
Detector Template	Left	Thru		Left		Right		Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20		20		100	20	20	100	
Trailing Detector (ft)	0	0		0		0		0	0	0	0	
Detector 1 Position(ft)	0	0		0		0		0	0	0	0	
Detector 1 Size(ft)	20	6		20		20		6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type				Prot		Perm		NA	Perm	Prot	NA	
Protected Phases		4		3				2		1	6	
Permitted Phases	4					8			2			
Detector Phase	4	4		3		8		2	2	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5		22.5		22.5	22.5	9.5	22.5	
Total Split (s)	32.6	32.6		32.6		65.2		35.2	35.2	19.6	54.8	
Total Split (%)	27.2%	27.2%		27.2%		54.3%		29.3%	29.3%	16.3%	45.7%	
Maximum Green (s)	28.1	28.1		28.1		60.7		30.7	30.7	15.1	50.3	
Yellow Time (s)	3.5	3.5		3.5		3.5		3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0		1.0		1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5		4.5		4.5		4.5	4.5	4.5	4.5	
Lead/Lag	Lag	Lag		Lead				Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes				Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0		3.0		3.0	3.0	3.0	3.0	
Recall Mode	None	None		None		None		C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0		7.0		7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0		11.0		11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0		0		0	0		0	
Act Effct Green (s)				8.0		7.8		97.6	97.6	8.3	106.1	
Actuated g/C Ratio				0.07		0.06		0.81	0.81	0.07	0.88	
v/c Ratio				0.31		0.38		0.62	0.03	0.34	0.47	
Control Delay				60.2		20.5		7.4	0.4	60.8	3.0	
Queue Delay				0.0		0.0		0.0	0.0	0.0	0.0	
Total Delay				60.2		20.5		7.4	0.4	60.8	3.0	
LOS				E		C		A	A	E	A	
Approach Delay					35.3			7.1			5.7	
Approach LOS					D			A			A	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 7.8	Intersection LOS: A
Intersection Capacity Utilization 59.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: Alabama Street & Riverbluff Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	2	5	11	5	8	2	781	6	5	751	62
Future Volume (vph)	155	2	5	11	5	8	2	781	6	5	751	62
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1900	1700	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.955			0.999			0.989	
Flt Protected		0.954			0.978		0.950			0.950		
Satd. Flow (prot)	0	1710	0	0	1681	0	1615	1798	0	1615	1879	0
Flt Permitted		0.718			0.888		0.950			0.950		
Satd. Flow (perm)	0	1287	0	0	1526	0	1615	1798	0	1615	1879	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			8						4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			825			2693			290	
Travel Time (s)		6.8			18.8			61.2			6.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	94%	94%	94%	94%	94%	94%	94%	94%	94%	94%	94%	94%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	155	2	5	11	5	8	2	781	6	5	751	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	162	0	0	24	0	2	787	0	5	813	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	44.5	44.5		44.5	44.5		31.5	44.0		31.5	44.0	
Total Split (%)	37.1%	37.1%		37.1%	37.1%		26.3%	36.7%		26.3%	36.7%	
Maximum Green (s)	40.0	40.0		40.0	40.0		27.0	39.5		27.0	39.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		20.5			20.5		5.8	88.2		6.0	88.3	
Actuated g/C Ratio		0.17			0.17		0.05	0.74		0.05	0.74	
v/c Ratio		0.74			0.09		0.03	0.60		0.06	0.59	
Control Delay		65.3			29.3		55.0	12.1		56.6	11.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		65.3			29.3		55.0	12.1		56.6	11.0	
LOS		E			C		D	B		E	B	
Approach Delay		65.3			29.3			12.2			11.3	
Approach LOS		E			C			B			B	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 16.8	Intersection LOS: B
Intersection Capacity Utilization 64.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Alabama Street & Palmetto Avenue

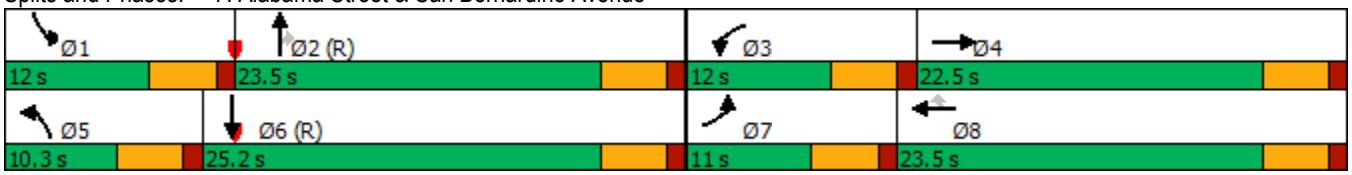
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	570	68	124	160	137	39	464	231	140	447	57
Future Volume (vph)	121	570	68	124	160	137	39	464	231	140	447	57
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	100		0	0		0	170		0	260		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.984				0.850			0.850		0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1583	3299	0	1583	3353	1500	1583	3353	1500	1583	3296	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1583	3299	0	1583	3353	1500	1583	3353	1500	1583	3296	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				164			231		20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5507			2072			2636			2693	
Travel Time (s)		125.2			47.1			59.9			61.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	97%	97%	97%	97%	97%	97%	97%	97%	97%	97%	97%	97%
Adj. Flow (vph)	121	570	68	124	160	137	39	464	231	140	447	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	121	638	0	124	160	137	39	464	231	140	504	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases						8			2			
Detector Phase	7	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	11.0	22.5		12.0	23.5	23.5	10.3	23.5	23.5	12.0	25.2	
Total Split (%)	15.7%	32.1%		17.1%	33.6%	33.6%	14.7%	33.6%	33.6%	17.1%	36.0%	
Maximum Green (s)	6.5	18.0		7.5	19.0	19.0	5.8	19.0	19.0	7.5	20.7	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effct Green (s)	6.5	16.9		7.4	17.9	17.9	5.8	19.8	19.8	7.8	26.0	
Actuated g/C Ratio	0.09	0.24		0.11	0.26	0.26	0.08	0.28	0.28	0.11	0.37	
v/c Ratio	0.83	0.79		0.74	0.19	0.27	0.30	0.49	0.39	0.80	0.41	
Control Delay	75.1	31.9		58.5	20.5	4.1	36.5	23.3	5.4	64.4	18.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	75.1	31.9		58.5	20.5	4.1	36.5	23.3	5.4	64.4	18.5	
LOS	E	C		E	C	A	D	C	A	E	B	
Approach Delay		38.7			26.4			18.4			28.5	
Approach LOS		D			C			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 28.3 Intersection LOS: C
Intersection Capacity Utilization 62.3% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: Alabama Street & San Bernardino Avenue

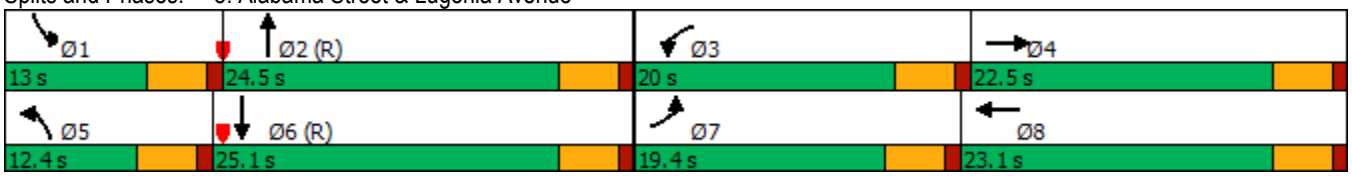


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	441	109	261	213	52	67	489	236	128	470	93
Future Volume (vph)	223	441	109	261	213	52	67	489	236	128	470	93
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	220		0	0		0	200		0	180		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Frt		0.970			0.971			0.951			0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3317	0	1615	3321	0	1615	3252	0	1615	4791	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3317	0	1615	3321	0	1615	3252	0	1615	4791	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			35			97			50	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5332			3791			1051			2636	
Travel Time (s)		121.2			86.2			23.9			59.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	97%	97%	97%	97%	97%	97%	97%	97%	97%	97%	97%	97%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	223	441	109	261	213	52	67	489	236	128	470	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	550	0	261	265	0	67	725	0	128	563	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	19.4	22.5		20.0	23.1		12.4	24.5		13.0	25.1	
Total Split (%)	24.3%	28.1%		25.0%	28.9%		15.5%	30.6%		16.3%	31.4%	
Maximum Green (s)	14.9	18.0		15.5	18.6		7.9	20.0		8.5	20.6	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	13.9	16.5		15.0	17.6		7.3	21.8		8.8	25.2	
Actuated g/C Ratio	0.17	0.21		0.19	0.22		0.09	0.27		0.11	0.32	
v/c Ratio	0.80	0.77		0.87	0.35		0.46	0.76		0.73	0.36	
Control Delay	53.5	35.9		60.2	23.9		44.6	30.1		59.8	21.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	53.5	35.9		60.2	23.9		44.6	30.1		59.8	21.6	
LOS	D	D		E	C		D	C		E	C	
Approach Delay		41.0			41.9			31.3			28.7	
Approach LOS		D			D			C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 35.3	Intersection LOS: D
Intersection Capacity Utilization 76.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Alabama Street & Lugonia Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	176	316	160	354	779	0	0	718	457
Future Volume (vph)	0	0	0	176	316	160	354	779	0	0	718	457
Ideal Flow (vphpl)	1900	1900	1900	1700	1800	1800	1700	1800	1900	1900	1800	1900
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected					0.982		0.950					
Satd. Flow (prot)	0	0	0	0	1768	1530	1615	3420	0	0	3420	1615
Flt Permitted					0.982		0.950					
Satd. Flow (perm)	0	0	0	0	1768	1530	1615	3420	0	0	3420	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						160						274
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		918			1093			591			1051	
Travel Time (s)		20.9			24.8			13.4			23.9	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	98%	98%	98%	98%	98%	98%	98%	98%	98%	98%	98%	98%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	176	316	160	354	779	0	0	718	457
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	492	160	354	779	0	0	718	457
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.15	1.07	1.07	1.15	1.07	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				46.0	46.0	46.0	37.0	74.0			37.0	37.0
Total Split (%)				38.3%	38.3%	38.3%	30.8%	61.7%			30.8%	30.8%
Maximum Green (s)				41.5	41.5	41.5	32.5	69.5			32.5	32.5
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					37.6	37.6	29.6	73.4			39.3	39.3
Actuated g/C Ratio					0.31	0.31	0.25	0.61			0.33	0.33
v/c Ratio					0.89	0.27	0.89	0.37			0.64	0.64
Control Delay					57.8	5.4	78.3	13.2			39.4	19.3
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay					57.8	5.4	78.3	13.2			39.4	19.3
LOS					E	A	E	B			D	B
Approach Delay					44.9			33.5			31.6	
Approach LOS					D			C			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 35.3	Intersection LOS: D
Intersection Capacity Utilization 87.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 9: Alabama Street & I-10 WB Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	348	64	488	0	0	0	0	777	252	223	679	0
Future Volume (vph)	348	64	488	0	0	0	0	777	252	223	679	0
Ideal Flow (vphpl)	1700	1800	1800	1900	1900	1900	1900	1800	1800	1700	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.919							0.850			
Flt Protected		0.981								0.950		
Satd. Flow (prot)	0	3083	0	0	0	0	0	3420	1530	1615	3610	0
Flt Permitted		0.981								0.950		
Satd. Flow (perm)	0	3083	0	0	0	0	0	3420	1530	1615	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		247							252			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		898			623			1369			591	
Travel Time (s)		20.4			14.2			31.1			13.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	348	64	488	0	0	0	0	777	252	223	679	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	900	0	0	0	0	0	777	252	223	679	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.00	1.00	1.00	1.00	1.07	1.07	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4						2		1	6	
Permitted Phases	4								2			
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	44.0	44.0						45.0	45.0	31.0	76.0	
Total Split (%)	36.7%	36.7%						37.5%	37.5%	25.8%	63.3%	
Maximum Green (s)	39.5	39.5						40.5	40.5	26.5	71.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		34.4						51.0	51.0	21.1	76.6	
Actuated g/C Ratio		0.29						0.42	0.42	0.18	0.64	
v/c Ratio		0.85						0.54	0.32	0.79	0.29	
Control Delay		37.0						29.4	4.5	77.1	6.9	
Queue Delay		0.0						0.0	0.0	0.0	0.0	
Total Delay		37.0						29.4	4.5	77.1	6.9	
LOS		D						C	A	E	A	
Approach Delay		37.0						23.3			24.3	
Approach LOS		D						C			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 28.0	Intersection LOS: C
Intersection Capacity Utilization 87.7%	ICU Level of Service E
Analysis Period (min) 15	

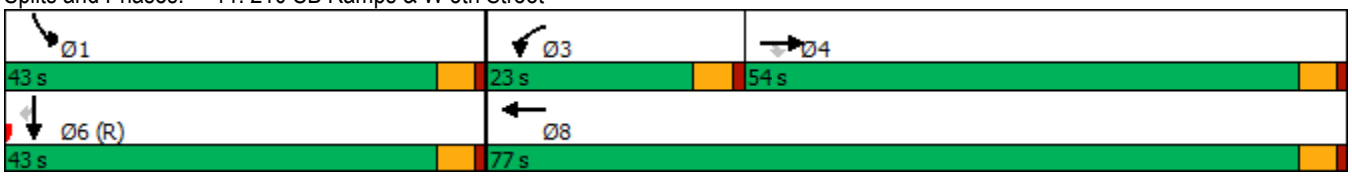
Splits and Phases: 10: Alabama Street & I-10 EB Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	947	538	274	545	0	0	0	0	308	6	124
Future Volume (vph)	0	947	538	274	545	0	0	0	0	308	6	124
Ideal Flow (vphpl)	1900	1800	1800	1700	1800	1900	1900	1900	1900	1700	1800	1900
Storage Length (ft)	0		220	0		0	0		0	0		0
Storage Lanes	0		1	2		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected				0.950							0.953	
Satd. Flow (prot)	0	3420	1530	3133	3420	0	0	0	0	0	1715	1615
Flt Permitted				0.950							0.953	
Satd. Flow (perm)	0	3420	1530	3133	3420	0	0	0	0	0	1715	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			538									124
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2750			477			659			386	
Travel Time (s)		62.5			10.8			15.0			8.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	947	538	274	545	0	0	0	0	308	6	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	947	538	274	545	0	0	0	0	0	314	124
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.07	1.07	1.15	1.07	1.00	1.00	1.00	1.00	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		6	20	20	6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	Prot	NA					Prot	NA	Perm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4		3	8					1	6	
Permitted Phases			4									6
Detector Phase		4	4	3	8					1	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	9.5	22.5					9.5	22.5	22.5
Total Split (s)		54.0	54.0	23.0	77.0					43.0	43.0	43.0
Total Split (%)		45.0%	45.0%	19.2%	64.2%					35.8%	35.8%	35.8%
Maximum Green (s)		49.5	49.5	18.5	72.5					38.5	38.5	38.5
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0						0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5						4.5	4.5
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Recall Mode		None	None	None	None					None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0						7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0						11.0	11.0
Pedestrian Calls (#/hr)		0	0		0						0	0
Act Effct Green (s)		45.1	45.1	15.4	65.0						46.0	46.0
Actuated g/C Ratio		0.38	0.38	0.13	0.54						0.38	0.38
v/c Ratio		0.74	0.59	0.68	0.29						0.48	0.18
Control Delay		35.7	4.8	76.5	9.1						33.1	5.7
Queue Delay		0.0	0.0	0.0	0.0						0.0	0.0
Total Delay		35.7	4.8	76.5	9.1						33.1	5.7
LOS		D	A	E	A						C	A
Approach Delay		24.5			31.6						25.3	
Approach LOS		C			C						C	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2: and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 26.8	Intersection LOS: C
Intersection Capacity Utilization 67.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 11: 210 SB Ramps & W 5th Street

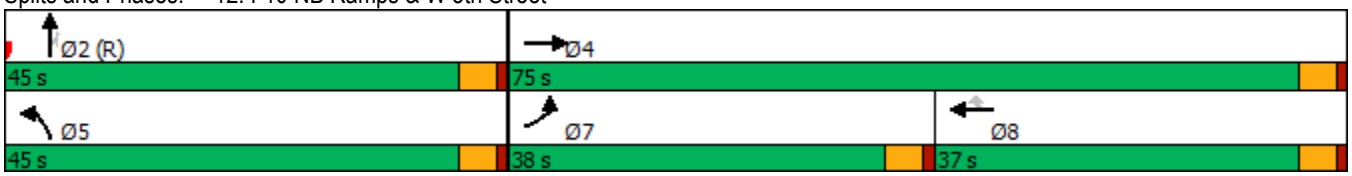


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	212	1026	0	0	600	249	218	0	478	0	0	0
Future Volume (vph)	212	1026	0	0	600	249	218	0	478	0	0	0
Ideal Flow (vphpl)	1700	1800	1900	1900	1800	1800	1600	1800	1800	1900	1900	1900
Storage Length (ft)	0		0	0		220	0		0	0		0
Storage Lanes	1		0	0		1	1		2	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.95	0.95	0.88	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.950				
Satd. Flow (prot)	1615	3420	0	0	4914	1530	1444	1624	2693	0	0	0
Flt Permitted	0.950						0.950	0.950				
Satd. Flow (perm)	1615	3420	0	0	4914	1530	1444	1624	2693	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						249			190			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		477			2099			595			477	
Travel Time (s)		10.8			47.7			13.5			10.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	94%	94%	94%	94%	94%	94%	94%	94%	94%	94%	94%	94%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	212	1026	0	0	600	249	218	0	478	0	0	0
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	212	1026	0	0	600	249	109	109	478	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.00	1.00	1.07	1.07	1.24	1.07	1.07	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Prot	NA			NA	Perm	Prot	NA	Perm			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4			8		5	2				
Permitted Phases						8			2			
Detector Phase	7	4			8	8	5	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
Minimum Split (s)	9.5	22.5			22.5	22.5	9.5	22.5	22.5			
Total Split (s)	38.0	75.0			37.0	37.0	45.0	45.0	45.0			
Total Split (%)	31.7%	62.5%			30.8%	30.8%	37.5%	37.5%	37.5%			
Maximum Green (s)	33.5	70.5			32.5	32.5	40.5	40.5	40.5			
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.5	4.5			4.5	4.5	4.5	4.5	4.5			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	None			None	None	None	C-Max	C-Max			
Walk Time (s)		7.0			7.0	7.0		7.0	7.0			
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0			
Pedestrian Calls (#/hr)		0			0	0		0	0			
Act Effct Green (s)	21.1	48.5			23.0	23.0	62.5	62.5	62.5			
Actuated g/C Ratio	0.18	0.40			0.19	0.19	0.52	0.52	0.52			
v/c Ratio	0.75	0.74			0.64	0.50	0.15	0.13	0.32			
Control Delay	82.8	34.0			47.5	8.4	18.3	18.0	11.6			
Queue Delay	0.0	0.1			0.0	0.0	0.0	0.0	0.0			
Total Delay	82.8	34.0			47.5	8.4	18.3	18.0	11.6			
LOS	F	C			D	A	B	B	B			
Approach Delay		42.4			36.1			13.6				
Approach LOS		D			D			B				

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 33.3	Intersection LOS: C
Intersection Capacity Utilization 67.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 12: I-10 NB Ramps & W 5th Street

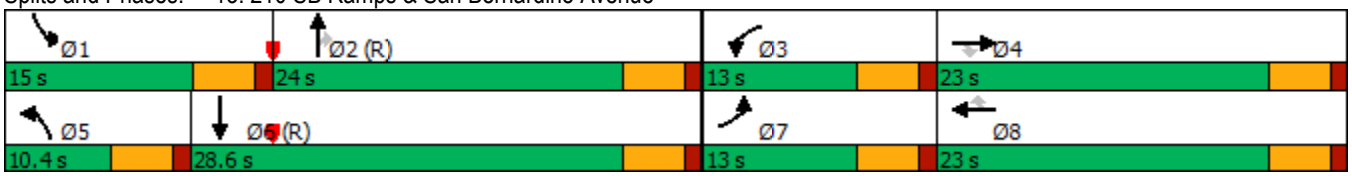


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	735	85	127	325	133	29	48	268	162	321	117
Future Volume (vph)	138	735	85	127	325	133	29	48	268	162	321	117
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	260		0	0		0	230		0	100		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.960	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3420	1530	1615	1800	1530	1615	1800	1530	1615	3283	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3420	1530	1615	1800	1530	1615	1800	1530	1615	3283	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			218			218			268		73	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2072			709			529			237	
Travel Time (s)		47.1			16.1			12.0			5.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	94%	94%	94%	94%	94%	94%	94%	94%	94%	94%	94%	94%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	138	735	85	127	325	133	29	48	268	162	321	117
Shared Lane Traffic (%)												
Lane Group Flow (vph)	138	735	85	127	325	133	29	48	268	162	438	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	13.0	23.0	23.0	13.0	23.0	23.0	10.4	24.0	24.0	15.0	28.6	
Total Split (%)	17.3%	30.7%	30.7%	17.3%	30.7%	30.7%	13.9%	32.0%	32.0%	20.0%	38.1%	
Maximum Green (s)	8.5	18.5	18.5	8.5	18.5	18.5	5.9	19.5	19.5	10.5	24.1	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	8.4	18.3	18.3	8.2	18.2	18.2	5.8	20.4	20.4	10.0	30.8	
Actuated g/C Ratio	0.11	0.24	0.24	0.11	0.24	0.24	0.08	0.27	0.27	0.13	0.41	
v/c Ratio	0.77	0.88	0.16	0.72	0.75	0.25	0.23	0.10	0.44	0.75	0.32	
Control Delay	61.0	41.2	0.6	56.2	38.4	1.7	37.3	21.9	5.8	54.1	14.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	61.0	41.2	0.6	56.2	38.4	1.7	37.3	21.9	5.8	54.1	14.4	
LOS	E	D	A	E	D	A	D	C	A	D	B	
Approach Delay		40.5			33.9			10.6			25.1	
Approach LOS		D			C			B			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 75	
Actuated Cycle Length: 75	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 31.1	Intersection LOS: C
Intersection Capacity Utilization 59.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 13: 210 SB Ramps & San Bernardino Avenue

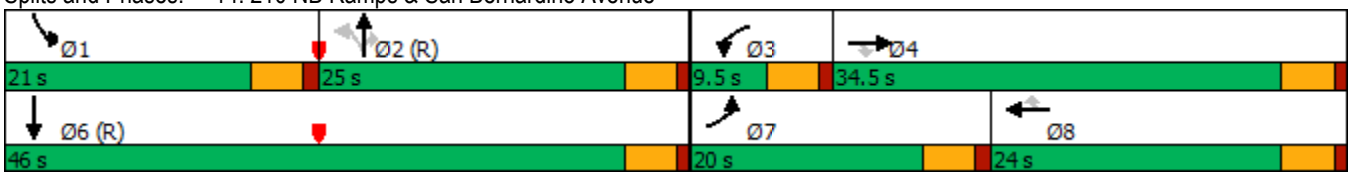


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	439	513	164	35	341	174	80	471	54	255	23	169
Future Volume (vph)	439	513	164	35	341	174	80	471	54	255	23	169
Ideal Flow (vphpl)	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	300		0	0		0	0		70	0		0
Storage Lanes	2		1	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.868	
Flt Protected	0.950			0.950				0.993		0.950		
Satd. Flow (prot)	2949	1800	1530	1615	1800	1530	0	3396	1530	1615	1562	0
Flt Permitted	0.950			0.950				0.865		0.950		
Satd. Flow (perm)	2949	1800	1530	1615	1800	1530	0	2958	1530	1615	1562	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164			182			182		169	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		709			2232			344			268	
Travel Time (s)		16.1			50.7			7.8			6.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	96%	96%	96%	96%	96%	96%	96%	96%	96%	96%	96%	96%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	439	513	164	35	341	174	80	471	54	255	23	169
Shared Lane Traffic (%)												
Lane Group Flow (vph)	439	513	164	35	341	174	0	551	54	255	192	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.24	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Prot	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases			4			8	2		2			
Detector Phase	7	4	4	3	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	
Total Split (s)	20.0	34.5	34.5	9.5	24.0	24.0	25.0	25.0	25.0	21.0	46.0	
Total Split (%)	22.2%	38.3%	38.3%	10.6%	26.7%	26.7%	27.8%	27.8%	27.8%	23.3%	51.1%	
Maximum Green (s)	15.5	30.0	30.0	5.0	19.5	19.5	20.5	20.5	20.5	16.5	41.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0		0	
Act Effct Green (s)	15.3	33.0	33.0	5.0	18.9	18.9		21.8	21.8	16.0	42.3	
Actuated g/C Ratio	0.17	0.37	0.37	0.06	0.21	0.21		0.24	0.24	0.18	0.47	
v/c Ratio	0.88	0.78	0.25	0.39	0.90	0.37		0.77	0.11	0.89	0.23	
Control Delay	56.5	36.2	4.7	54.2	63.0	6.9		41.0	0.4	68.4	4.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	56.5	36.2	4.7	54.2	63.0	6.9		41.0	0.4	68.4	4.0	
LOS	E	D	A	D	E	A		D	A	E	A	
Approach Delay		39.6			44.7			37.4			40.8	
Approach LOS		D			D			D			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 40.3	Intersection LOS: D
Intersection Capacity Utilization 78.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 14: 210 NB Ramps & San Bernardino Avenue



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	161	73	0	0	0
Future Volume (vph)	0	161	73	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	1863	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	1863	1863
Link Speed (mph)		30	30		30	
Link Distance (ft)		1636	441		315	
Travel Time (s)		37.2	10.0		7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	175	79	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	175	79	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 11.8%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	161	73	0	0	0
Future Volume (vph)	0	161	73	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	1863	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		441	580		365	
Travel Time (s)		10.0	13.2		8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	175	79	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	175	79	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 11.8%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	161	73	0	0	0
Future Volume (vph)	0	161	73	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	1863	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	1863	1863
Link Speed (mph)		30	30		30	
Link Distance (ft)		580	300		152	
Travel Time (s)		13.2	6.8		3.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	175	79	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	175	79	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 11.8%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	846	451	0
Future Volume (vph)	0	0	0	846	451	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1863	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	368			290	460	
Travel Time (s)	8.4			6.6	10.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	920	490	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	920	490	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.9%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	822	777	0
Future Volume (vph)	0	0	0	822	777	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1863	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	317			310	6690	
Travel Time (s)	7.2			7.0	152.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	893	845	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	893	845	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.6%		ICU Level of Service A	
Analysis Period (min) 15			

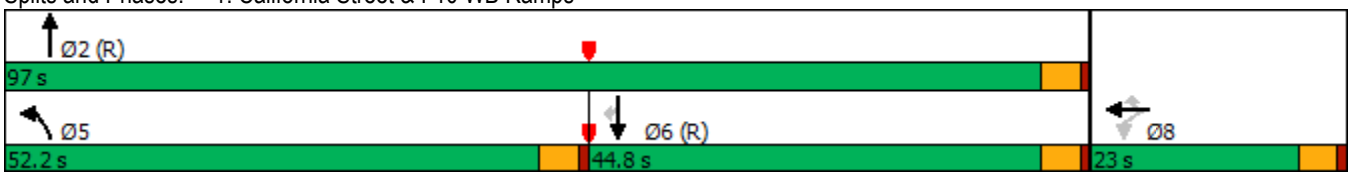
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	224	2	127	576	543	0	0	536	683
Future Volume (vph)	0	0	0	224	2	127	576	543	0	0	536	683
Ideal Flow (vphpl)	1900	1900	1900	1700	1800	1800	1700	1800	1900	1900	1800	1800
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected					0.953		0.950					
Satd. Flow (prot)	0	0	0	0	1715	1530	1615	3420	0	0	4914	1530
Flt Permitted					0.953		0.950					
Satd. Flow (perm)	0	0	0	0	1715	1530	1615	3420	0	0	4914	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						137						401
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1502			1273			312			1245	
Travel Time (s)		34.1			28.9			4.7			18.9	
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.93	0.93	0.95	0.95	0.93	0.93
Adj. Flow (vph)	0	0	0	241	2	137	619	584	0	0	576	734
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	243	137	619	584	0	0	576	734
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.15	1.07	1.07	1.15	1.07	1.00	1.00	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				23.0	23.0	23.0	52.2	97.0			44.8	44.8
Total Split (%)				19.2%	19.2%	19.2%	43.5%	80.8%			37.3%	37.3%
Maximum Green (s)				18.5	18.5	18.5	47.7	92.5			40.3	40.3
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					18.4	18.4	47.1	92.6			41.0	41.0
Actuated g/C Ratio					0.15	0.15	0.39	0.77			0.34	0.34
v/c Ratio					0.93	0.39	0.98	0.22			0.34	0.93
Control Delay					90.3	10.9	67.1	4.0			30.3	37.3
Queue Delay					0.0	0.0	43.3	0.9			0.0	0.0
Total Delay					90.3	10.9	110.4	4.9			30.3	37.3
LOS					F	B	F	A			C	D
Approach Delay					61.7			59.2			34.3	
Approach LOS					E			E			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 48.2 Intersection LOS: D
Intersection Capacity Utilization 146.2% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 1: California Street & I-10 WB Ramps



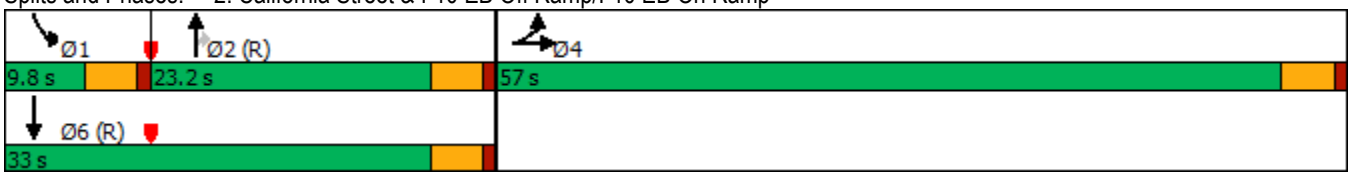
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	534	3	478	0	0	0	0	652	288	74	486	0
Future Volume (vph)	534	3	478	0	0	0	0	652	288	74	486	0
Ideal Flow (vphpl)	1900	1800	1900	1900	1900	1900	1900	1800	1800	1700	1800	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt		0.936							0.850			
Flt Protected		0.974								0.950		
Satd. Flow (prot)	0	1641	0	0	0	0	0	4914	1530	1615	3420	0
Flt Permitted		0.974								0.950		
Satd. Flow (perm)	0	1641	0	0	0	0	0	4914	1530	1615	3420	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		86							310			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1514			1294			812			312	
Travel Time (s)		34.4			29.4			18.5			7.1	
Peak Hour Factor	0.93	0.93	0.93	0.95	0.95	0.95	0.95	0.93	0.93	0.93	0.93	0.95
Adj. Flow (vph)	574	3	514	0	0	0	0	701	310	80	523	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1091	0	0	0	0	0	701	310	80	523	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.07	1.00	1.00	1.00	1.00	1.00	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA						NA	Perm	Prot	NA	
Protected Phases	4	4						2		1	6	
Permitted Phases									2			
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	57.0	57.0						23.2	23.2	9.8	33.0	
Total Split (%)	63.3%	63.3%						25.8%	25.8%	10.9%	36.7%	
Maximum Green (s)	52.5	52.5						18.7	18.7	5.3	28.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		52.5						18.7	18.7	5.3	28.5	
Actuated g/C Ratio		0.58						0.21	0.21	0.06	0.32	
v/c Ratio		1.10						0.69	0.55	0.84	0.48	
Control Delay		79.3						37.0	7.9	101.6	26.6	
Queue Delay		0.0						0.0	0.0	0.0	0.9	
Total Delay		79.3						37.0	7.9	101.6	27.6	
LOS		E						D	A	F	C	
Approach Delay		79.3						28.1			37.4	
Approach LOS		E						C			D	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.10
Intersection Signal Delay: 50.8 Intersection LOS: D
Intersection Capacity Utilization 142.2% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 2: California Street & I-10 EB Off Ramp/I-10 EB On Ramp



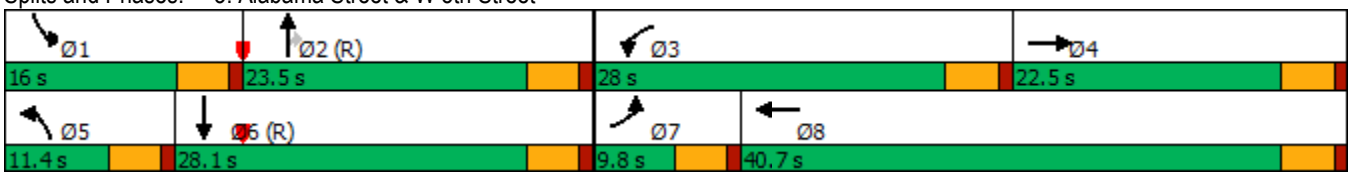
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	220	44	385	645	111	48	169	208	169	439	48
Future Volume (vph)	14	220	44	385	645	111	48	169	208	169	439	48
Ideal Flow (vphpl)	1700	1800	1900	1700	1800	1900	1700	1800	1800	1700	1800	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.975			0.978				0.850		0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3334	0	1615	3345	0	1615	3420	1530	1615	3369	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3334	0	1615	3345	0	1615	3420	1530	1615	3369	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			26				236		12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1908			2750			621			1649	
Travel Time (s)		43.4			62.5			14.1			37.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	14	227	45	397	665	114	49	174	214	174	453	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	272	0	397	779	0	49	174	214	174	502	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.00	1.15	1.07	1.00	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	9.8	22.5		28.0	40.7		11.4	23.5	23.5	16.0	28.1	
Total Split (%)	10.9%	25.0%		31.1%	45.2%		12.7%	26.1%	26.1%	17.8%	31.2%	
Maximum Green (s)	5.3	18.0		23.5	36.2		6.9	19.0	19.0	11.5	23.6	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	5.3	12.3		23.3	38.1		7.6	22.4	22.4	14.0	33.1	
Actuated g/C Ratio	0.06	0.14		0.26	0.42		0.08	0.25	0.25	0.16	0.37	
v/c Ratio	0.15	0.58		0.95	0.54		0.36	0.20	0.38	0.69	0.40	
Control Delay	43.9	37.7		68.0	20.5		46.2	28.9	5.5	51.9	24.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	43.9	37.7		68.0	20.5		46.2	28.9	5.5	51.9	24.0	
LOS	D	D		E	C		D	C	A	D	C	
Approach Delay		38.0			36.6			19.4			31.2	
Approach LOS		D			D			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 32.4 Intersection LOS: C
Intersection Capacity Utilization 65.3% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Alabama Street & W 5th Street



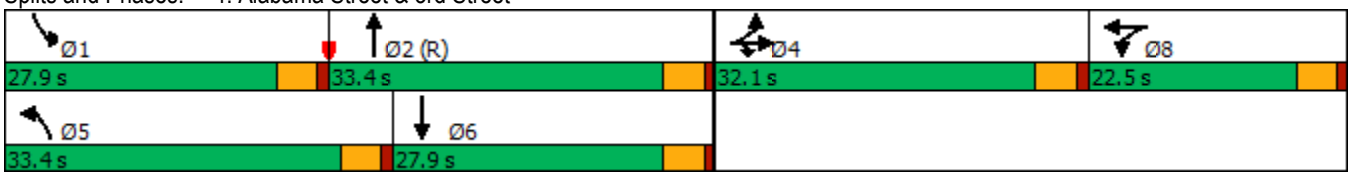
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	2	223	3	3	27	175	284	4	15	659	217
Future Volume (vph)	106	2	223	3	3	27	175	284	4	15	659	217
Ideal Flow (vphpl)	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.875			0.998			0.963	
Flt Protected	0.950				0.996		0.950			0.950		
Satd. Flow (prot)	2949	1800	1530	0	2981	0	1615	3413	0	1615	3293	0
Flt Permitted	0.950				0.996		0.950			0.950		
Satd. Flow (perm)	2949	1800	1530	0	2981	0	1615	3413	0	1615	3293	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			248		30			1			35	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1074			950			6690			621	
Travel Time (s)		24.4			21.6			152.0			14.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	118	2	248	3	3	30	194	316	4	17	732	241
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	2	248	0	36	0	194	320	0	17	973	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.24	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Prot	Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4	4	8	8		5	2		1	6	
Permitted Phases												
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	32.1	32.1	32.1	22.5	22.5		33.4	33.4		27.9	27.9	
Total Split (%)	27.7%	27.7%	27.7%	19.4%	19.4%		28.8%	28.8%		24.1%	24.1%	
Maximum Green (s)	27.6	27.6	27.6	18.0	18.0		28.9	28.9		23.4	23.4	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		Max	C-Max		Max	Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0		0	0	
Act Effct Green (s)	10.7	10.7	10.7		6.1		61.7	28.9		56.2	23.4	
Actuated g/C Ratio	0.09	0.09	0.09		0.05		0.53	0.25		0.48	0.20	
v/c Ratio	0.44	0.01	0.68		0.20		0.23	0.38		0.02	1.41	
Control Delay	53.9	45.0	15.8		24.3		17.2	37.5		19.5	225.8	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay	53.9	45.0	15.8		24.3		17.2	37.5		19.5	225.8	
LOS	D	D	B		C		B	D		B	F	
Approach Delay		28.2			24.3			29.8			222.3	
Approach LOS		C			C			C			F	

Intersection Summary

Area Type: Other
Cycle Length: 115.9
Actuated Cycle Length: 115.9
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.41
Intersection Signal Delay: 129.3 Intersection LOS: F
Intersection Capacity Utilization 58.9% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4: Alabama Street & 3rd Street

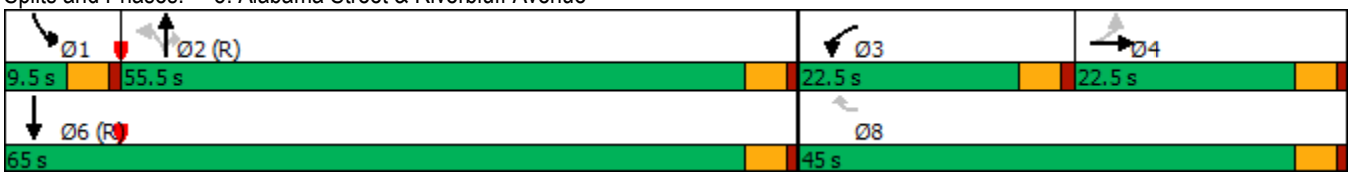


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	4	31	0	28	11	407	26	34	835	15
Future Volume (vph)	5	0	4	31	0	28	11	407	26	34	835	15
Ideal Flow (vphpl)	1700	1800	1800	1700	1900	1800	1900	1800	1800	1700	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.939				0.850			0.850		0.997	
Flt Protected		0.973		0.950				0.999		0.950		
Satd. Flow (prot)	0	1645	0	1615	0	1530	0	1798	1530	1615	1894	0
Flt Permitted		0.973		0.950				0.970		0.950		
Satd. Flow (perm)	0	1645	0	1615	0	1530	0	1746	1530	1615	1894	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		104				60			104		1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		416			1617			460			310	
Travel Time (s)		9.5			36.8			10.5			7.0	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.95	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	6	0	5	38	0	34	13	496	32	41	1018	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	38	0	34	0	509	32	41	1036	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.00	1.07	1.00	1.07	1.07	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1		1	1	2	1	1	2	
Detector Template	Left	Thru		Left		Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20		20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0		0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0		0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20		20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA		Prot		Perm	Perm	NA	Perm	Prot	NA	
Protected Phases		4		3				2		1	6	
Permitted Phases	4					8	2		2			
Detector Phase	4	4		3		8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0		5.0	5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5		22.5	22.5	22.5	22.5	9.5	22.5	
Total Split (s)	22.5	22.5		22.5		45.0	55.5	55.5	55.5	9.5	65.0	
Total Split (%)	20.5%	20.5%		20.5%		40.9%	50.5%	50.5%	50.5%	8.6%	59.1%	
Maximum Green (s)	18.0	18.0		18.0		40.5	51.0	51.0	51.0	5.0	60.5	
Yellow Time (s)	3.5	3.5		3.5		3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0		1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5		4.5		4.5		4.5	4.5	4.5	4.5	
Lead/Lag	Lag	Lag		Lead			Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None		None	C-Max	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0		7.0	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0		11.0		11.0	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0		0	0	0	0		0	
Act Effct Green (s)		5.5		8.1		9.8		85.1	85.1	8.5	97.0	
Actuated g/C Ratio		0.05		0.07		0.09		0.77	0.77	0.08	0.88	
v/c Ratio		0.06		0.32		0.18		0.38	0.03	0.33	0.62	
Control Delay		0.7		54.7		5.5		7.9	0.0	54.5	6.2	
Queue Delay		0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Total Delay		0.7		54.7		5.5		7.9	0.0	54.5	6.2	
LOS		A		D		A		A	A	D	A	
Approach Delay		0.7			31.5			7.5			8.0	
Approach LOS		A			C			A			A	

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 8.8	Intersection LOS: A
Intersection Capacity Utilization 64.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Alabama Street & Riverbluff Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	57	14	5	2	2	62	468	14	6	664	105
Future Volume (vph)	24	57	14	5	2	2	62	468	14	6	664	105
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1800	1800	1900	1800	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980			0.973			0.996			0.980	
Flt Protected		0.987			0.971		0.950			0.950		
Satd. Flow (prot)	0	1741	0	0	1701	0	1710	1793	0	1710	1862	0
Flt Permitted		0.918			0.874		0.950			0.950		
Satd. Flow (perm)	0	1619	0	0	1531	0	1710	1793	0	1710	1862	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			2			1			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			825			2693			290	
Travel Time (s)		6.8			18.8			61.2			6.6	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	29	68	17	6	2	2	74	557	17	7	790	125
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	114	0	0	10	0	74	574	0	7	915	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.07	1.07	1.00	1.07	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	44.5	44.5		44.5	44.5		31.5	44.0		31.5	44.0	
Total Split (%)	37.1%	37.1%		37.1%	37.1%		26.3%	36.7%		26.3%	36.7%	
Maximum Green (s)	40.0	40.0		40.0	40.0		27.0	39.5		27.0	39.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		13.1			13.1		10.5	95.5		6.1	85.0	
Actuated g/C Ratio		0.11			0.11		0.09	0.80		0.05	0.71	
v/c Ratio		0.62			0.06		0.49	0.40		0.08	0.69	
Control Delay		61.4			40.6		62.6	5.7		55.8	15.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		61.4			40.6		62.6	5.7		55.8	15.9	
LOS		E			D		E	A		E	B	
Approach Delay		61.4			40.6			12.2			16.2	
Approach LOS		E			D			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 17.9 Intersection LOS: B
Intersection Capacity Utilization 62.4% ICU Level of Service B
Analysis Period (min) 15

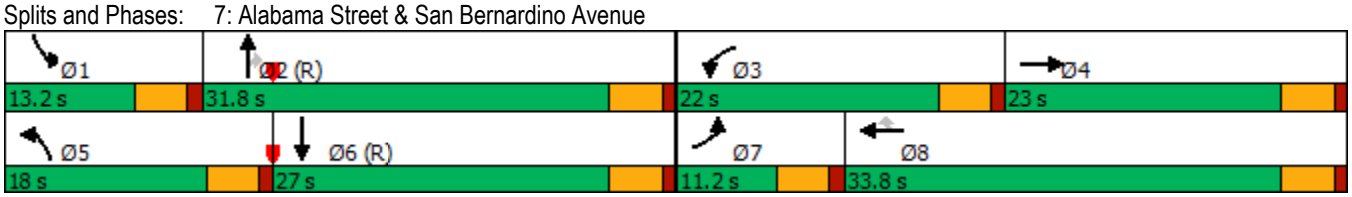
Splits and Phases: 6: Alabama Street & Palmetto Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	127	29	170	355	121	112	232	75	56	420	79
Future Volume (vph)	42	127	29	170	355	121	112	232	75	56	420	79
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Storage Length (ft)	100		0	0		0	170		0	260		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.972				0.850			0.850		0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3324	0	1615	3420	1530	1615	3420	1530	1615	3338	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3324	0	1615	3420	1530	1615	3420	1530	1615	3338	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27				182			182		23	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5507			2072			2636			2693	
Travel Time (s)		125.2			47.1			59.9			61.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	46	140	32	187	390	133	123	255	82	62	462	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	172	0	187	390	133	123	255	82	62	549	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	11.2	23.0		22.0	33.8	33.8	18.0	31.8	31.8	13.2	27.0	
Total Split (%)	12.4%	25.6%		24.4%	37.6%	37.6%	20.0%	35.3%	35.3%	14.7%	30.0%	
Maximum Green (s)	6.7	18.5		17.5	29.3	29.3	13.5	27.3	27.3	8.7	22.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effct Green (s)	6.5	9.3		14.7	21.7	21.7	12.1	41.2	41.2	8.8	36.0	
Actuated g/C Ratio	0.07	0.10		0.16	0.24	0.24	0.13	0.46	0.46	0.10	0.40	
v/c Ratio	0.40	0.47		0.71	0.47	0.26	0.57	0.16	0.10	0.39	0.41	
Control Delay	50.3	35.7		50.5	31.5	3.0	46.2	17.3	0.3	44.5	21.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	50.3	35.7		50.5	31.5	3.0	46.2	17.3	0.3	44.5	21.6	
LOS	D	D		D	C	A	D	B	A	D	C	
Approach Delay		38.8			31.1			22.0			24.0	
Approach LOS		D			C			C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 27.7	Intersection LOS: C
Intersection Capacity Utilization 52.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Alabama Street & San Bernardino Avenue

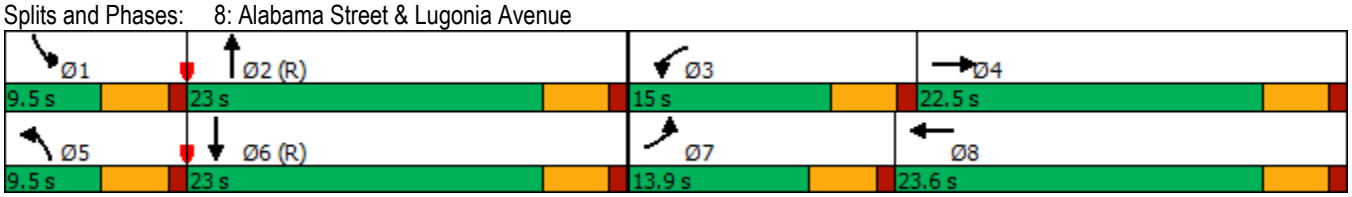


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	70	41	193	274	46	78	365	105	44	432	117
Future Volume (vph)	71	70	41	193	274	46	78	365	105	44	432	117
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	220		0	0		0	200		0	180		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Frt		0.945			0.978			0.967			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3232	0	1615	3345	0	1615	3307	0	1615	4757	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3232	0	1615	3345	0	1615	3307	0	1615	4757	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45			27			51			95	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5332			3791			1051			2636	
Travel Time (s)		121.2			86.2			23.9			59.9	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	78	77	45	212	301	51	86	401	115	48	475	129
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	122	0	212	352	0	86	516	0	48	604	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	13.9	22.5		15.0	23.6		9.5	23.0		9.5	23.0	
Total Split (%)	19.9%	32.1%		21.4%	33.7%		13.6%	32.9%		13.6%	32.9%	
Maximum Green (s)	9.4	18.0		10.5	19.1		5.0	18.5		5.0	18.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	8.1	10.2		10.5	12.6		8.6	30.4		7.1	26.9	
Actuated g/C Ratio	0.12	0.15		0.15	0.18		0.12	0.43		0.10	0.38	
v/c Ratio	0.42	0.24		0.88	0.56		0.43	0.35		0.29	0.32	
Control Delay	35.5	17.4		65.8	27.4		35.6	16.1		33.7	15.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	35.5	17.4		65.8	27.4		35.6	16.1		33.7	15.9	
LOS	D	B		E	C		D	B		C	B	
Approach Delay		24.5			41.8			18.9			17.2	
Approach LOS		C			D			B			B	

Intersection Summary	
Area Type: Other	
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 25.3	Intersection LOS: C
Intersection Capacity Utilization 49.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: Alabama Street & Lugonia Avenue

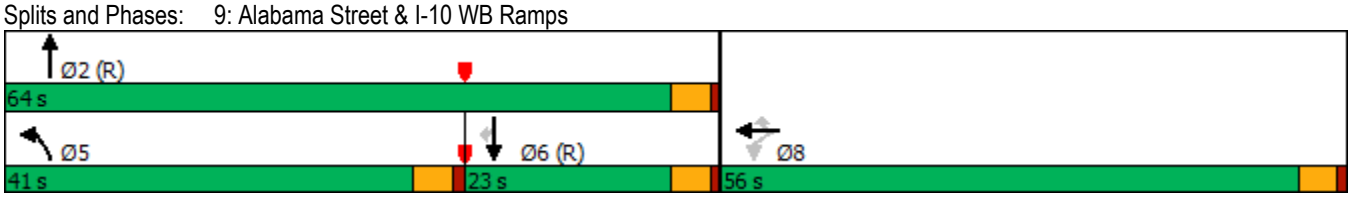


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	267	316	323	404	603	0	0	319	220
Future Volume (vph)	0	0	0	267	316	323	404	603	0	0	319	220
Ideal Flow (vphpl)	1900	1900	1900	1700	1800	1800	1700	1800	1800	1900	1800	1900
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected					0.978		0.950					
Satd. Flow (prot)	0	0	0	0	1760	1530	1615	3420	0	0	3420	1615
Flt Permitted					0.978		0.950					
Satd. Flow (perm)	0	0	0	0	1760	1530	1615	3420	0	0	3420	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						201						234
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		918			1093			591			1051	
Travel Time (s)		20.9			24.8			13.4			23.9	
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.94	0.94	0.95	0.95	0.94	0.94
Adj. Flow (vph)	0	0	0	284	336	344	430	641	0	0	339	234
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	620	344	430	641	0	0	339	234
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.15	1.07	1.07	1.15	1.07	1.07	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				56.0	56.0	56.0	41.0	64.0			23.0	23.0
Total Split (%)				46.7%	46.7%	46.7%	34.2%	53.3%			19.2%	19.2%
Maximum Green (s)				51.5	51.5	51.5	36.5	59.5			18.5	18.5
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					47.7	47.7	34.7	63.3			24.1	24.1
Actuated g/C Ratio					0.40	0.40	0.29	0.53			0.20	0.20
v/c Ratio					0.89	0.47	0.92	0.36			0.49	0.46
Control Delay					49.1	12.1	76.5	21.3			47.4	8.9
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay					49.1	12.1	76.5	21.3			47.4	8.9
LOS					D	B	E	C			D	A
Approach Delay					35.9			43.5			31.6	
Approach LOS					D			D			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 38.1	Intersection LOS: D
Intersection Capacity Utilization 83.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 9: Alabama Street & I-10 WB Ramps

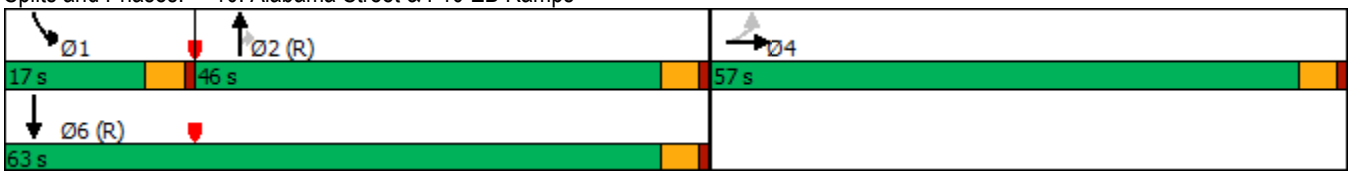


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	376	6	523	0	0	0	0	632	98	54	536	0
Future Volume (vph)	376	6	523	0	0	0	0	632	98	54	536	0
Ideal Flow (vphpl)	1700	1800	1800	1900	1900	1900	1900	1800	1800	1700	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.913							0.850			
Flt Protected		0.980								0.950		
Satd. Flow (prot)	0	3060	0	0	0	0	0	3420	1530	1615	3610	0
Flt Permitted		0.980								0.950		
Satd. Flow (perm)	0	3060	0	0	0	0	0	3420	1530	1615	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		217							110			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		898			623			1369			591	
Travel Time (s)		20.4			14.2			31.1			13.4	
Peak Hour Factor	0.89	0.89	0.89	0.95	0.95	0.95	0.95	0.89	0.89	0.89	0.89	0.95
Adj. Flow (vph)	422	7	588	0	0	0	0	710	110	61	602	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1017	0	0	0	0	0	710	110	61	602	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.00	1.00	1.00	1.00	1.07	1.07	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	57.0	57.0						46.0	46.0	17.0	63.0	
Total Split (%)	47.5%	47.5%						38.3%	38.3%	14.2%	52.5%	
Maximum Green (s)	52.5	52.5						41.5	41.5	12.5	58.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		43.1						55.8	55.8	9.7	67.9	
Actuated g/C Ratio		0.36						0.46	0.46	0.08	0.57	
v/c Ratio		0.82						0.45	0.14	0.47	0.29	
Control Delay		32.7						25.4	5.3	72.3	15.6	
Queue Delay		0.0						0.0	0.0	0.0	0.0	
Total Delay		32.7						25.4	5.3	72.3	15.6	
LOS		C						C	A	E	B	
Approach Delay		32.7						22.7			20.8	
Approach LOS		C						C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 26.3	Intersection LOS: C
Intersection Capacity Utilization 83.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 10: Alabama Street & I-10 EB Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	278	444	790	987	0	0	0	0	177	0	197
Future Volume (vph)	0	278	444	790	987	0	0	0	0	177	0	197
Ideal Flow (vphpl)	1900	1800	1800	1600	1800	1900	1900	1900	1900	1700	1800	1900
Storage Length (ft)	0		220	0		0	0		0	0		0
Storage Lanes	0		1	2		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected				0.950							0.950	
Satd. Flow (prot)	0	3420	1530	2949	3420	0	0	0	0	0	1710	1615
Flt Permitted				0.950							0.950	
Satd. Flow (perm)	0	3420	1530	2949	3420	0	0	0	0	0	1710	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			467									98
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2750			477			659			386	
Travel Time (s)		62.5			10.8			15.0			8.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	293	467	832	1039	0	0	0	0	186	0	207
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	293	467	832	1039	0	0	0	0	0	186	207
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.07	1.07	1.24	1.07	1.00	1.00	1.00	1.00	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		6	20	20	6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	Prot	NA					Prot	NA	Perm
Protected Phases		4		3	8					1	6	
Permitted Phases			4									6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4	4	3	8					1	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	9.5	22.5					9.5	22.5	22.5
Total Split (s)		22.5	22.5	22.1	44.6					25.4	25.4	25.4
Total Split (%)		32.1%	32.1%	31.6%	63.7%					36.3%	36.3%	36.3%
Maximum Green (s)		18.0	18.0	17.6	40.1					20.9	20.9	20.9
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0						0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5						4.5	4.5
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Recall Mode		None	None	None	None					None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0						7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0						11.0	11.0
Pedestrian Calls (#/hr)		0	0		0						0	0
Act Effct Green (s)		13.2	13.2	17.6	35.3						25.7	25.7
Actuated g/C Ratio		0.19	0.19	0.25	0.50						0.37	0.37
v/c Ratio		0.45	0.70	1.12	0.60						0.30	0.32
Control Delay		26.6	8.8	100.0	13.6						18.8	11.1
Queue Delay		0.0	0.0	0.0	0.0						0.0	0.0
Total Delay		26.6	8.8	100.0	13.6						18.8	11.1
LOS		C	A	F	B						B	B
Approach Delay		15.7			52.0						14.8	
Approach LOS		B			D						B	

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 0 (0%), Referenced to phase 2: and 6:SBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.12	
Intersection Signal Delay: 38.0	Intersection LOS: D
Intersection Capacity Utilization 77.4%	ICU Level of Service D
Analysis Period (min) 15	

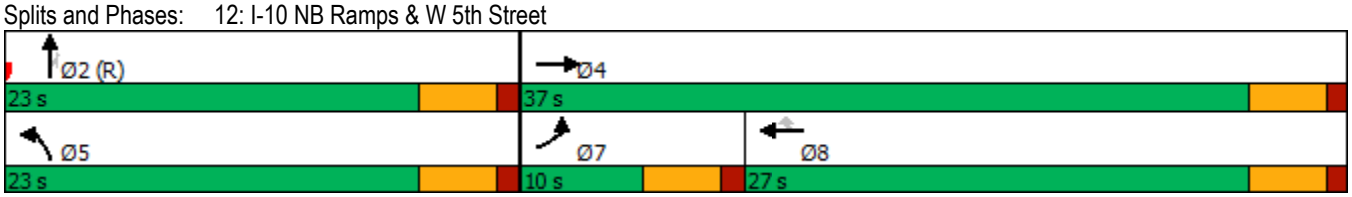
Splits and Phases: 11: 210 SB Ramps & W 5th Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	389	0	0	1375	0	399	2	291	0	0	0
Future Volume (vph)	66	389	0	0	1375	0	399	2	291	0	0	0
Ideal Flow (vphpl)	1700	1800	1900	1900	1800	1800	1600	1800	1800	1900	1900	1900
Storage Length (ft)	0		0	0		220	0		0	0		0
Storage Lanes	1		0	0		1	1		2	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.95	0.95	0.88	1.00	1.00	1.00
Frt									0.850			
Flt Protected	0.950						0.950	0.953				
Satd. Flow (prot)	1615	3420	0	0	4914	1800	1444	1630	2693	0	0	0
Flt Permitted	0.950						0.950	0.953				
Satd. Flow (perm)	1615	3420	0	0	4914	1800	1444	1630	2693	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)									316			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		477			2099			595			477	
Travel Time (s)		10.8			47.7			13.5			10.8	
Peak Hour Factor	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Adj. Flow (vph)	72	423	0	0	1495	0	434	2	316	0	0	0
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	72	423	0	0	1495	0	217	219	316	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.00	1.00	1.07	1.07	1.24	1.07	1.07	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Prot	NA			NA	Perm	Prot	NA	Perm			
Protected Phases	7	4			8		5	2				
Permitted Phases						8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4			8	8	5	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
Minimum Split (s)	9.5	22.5			22.5	22.5	9.5	22.5	22.5			
Total Split (s)	10.0	37.0			27.0	27.0	23.0	23.0	23.0			
Total Split (%)	16.7%	61.7%			45.0%	45.0%	38.3%	38.3%	38.3%			
Maximum Green (s)	5.5	32.5			22.5	22.5	18.5	18.5	18.5			
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.5	4.5			4.5	4.5	4.5	4.5	4.5			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	None			None	None	None	C-Max	C-Max			
Walk Time (s)		7.0			7.0	7.0		7.0	7.0			
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0			
Pedestrian Calls (#/hr)		0			0	0		0	0			
Act Effct Green (s)	5.5	29.5			23.5		21.5	21.5	21.5			
Actuated g/C Ratio	0.09	0.49			0.39		0.36	0.36	0.36			
v/c Ratio	0.49	0.25			0.78		0.42	0.38	0.27			
Control Delay	38.3	8.7			19.8		19.1	18.0	3.0			
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0			
Total Delay	38.3	8.7			19.8		19.1	18.0	3.0			
LOS	D	A			B		B	B	A			
Approach Delay		13.0			19.8			12.0				
Approach LOS		B			B			B				

Intersection Summary	
Area Type: Other	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 16.4	Intersection LOS: B
Intersection Capacity Utilization 77.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 12: I-10 NB Ramps & W 5th Street



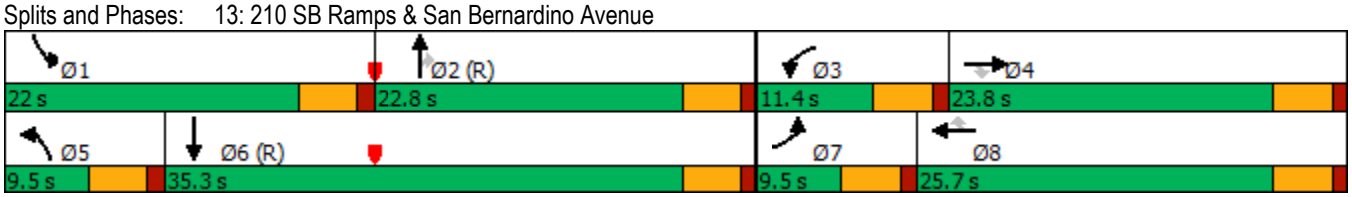
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	216	22	57	378	341	17	6	24	288	243	322
Future Volume (vph)	52	216	22	57	378	341	17	6	24	288	243	322
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	260		0	0		0	230		0	100		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.915	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3420	1530	1615	1800	1530	1615	1800	1530	1615	3129	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3420	1530	1615	1800	1530	1615	1800	1530	1615	3129	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			205			359			205		339	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2072			709			529			237	
Travel Time (s)		47.1			16.1			12.0			5.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	55	227	23	60	398	359	18	6	25	303	256	339
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	227	23	60	398	359	18	6	25	303	595	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	9.5	23.8	23.8	11.4	25.7	25.7	9.5	22.8	22.8	22.0	35.3	
Total Split (%)	11.9%	29.8%	29.8%	14.3%	32.1%	32.1%	11.9%	28.5%	28.5%	27.5%	44.1%	
Maximum Green (s)	5.0	19.3	19.3	6.9	21.2	21.2	5.0	18.3	18.3	17.5	30.8	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	5.0	21.0	21.0	6.6	20.3	20.3	5.1	21.7	21.7	16.9	39.3	
Actuated g/C Ratio	0.06	0.26	0.26	0.08	0.25	0.25	0.06	0.27	0.27	0.21	0.49	
v/c Ratio	0.55	0.25	0.04	0.45	0.87	0.55	0.18	0.01	0.04	0.89	0.35	
Control Delay	58.5	24.5	0.1	44.7	57.3	16.8	39.8	24.2	0.2	59.7	7.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	58.5	24.5	0.1	44.7	57.3	16.8	39.8	24.2	0.2	59.7	7.0	
LOS	E	C	A	D	E	B	D	C	A	E	A	
Approach Delay		28.8			38.6			17.7			24.8	
Approach LOS		C			D			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 30.6 Intersection LOS: C
Intersection Capacity Utilization 60.9% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 13: 210 SB Ramps & San Bernardino Avenue

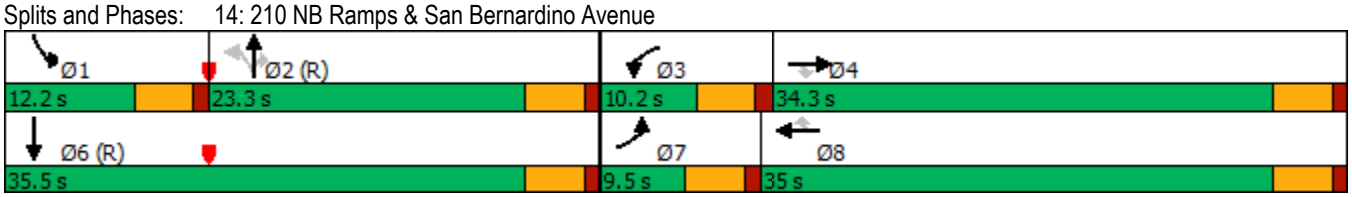


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	298	127	32	607	306	51	313	21	149	9	149
Future Volume (vph)	114	298	127	32	607	306	51	313	21	149	9	149
Ideal Flow (vphpl)	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	300		0	0		0	150		70	0		0
Storage Lanes	2		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.858	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	2949	1800	1530	1615	1800	1530	1615	3420	1530	1615	1544	0
Flt Permitted	0.950			0.950			0.653			0.950		
Satd. Flow (perm)	2949	1800	1530	1615	1800	1530	1110	3420	1530	1615	1544	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143			319			143		155	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		709			2232			344			268	
Travel Time (s)		16.1			50.7			7.8			6.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	119	310	132	33	632	319	53	326	22	155	9	155
Shared Lane Traffic (%)												
Lane Group Flow (vph)	119	310	132	33	632	319	53	326	22	155	164	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.24	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases			4			8	2		2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	
Total Split (s)	9.5	34.3	34.3	10.2	35.0	35.0	23.3	23.3	23.3	12.2	35.5	
Total Split (%)	11.9%	42.9%	42.9%	12.8%	43.8%	43.8%	29.1%	29.1%	29.1%	15.3%	44.4%	
Maximum Green (s)	5.0	29.8	29.8	5.7	30.5	30.5	18.8	18.8	18.8	7.7	31.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0		0	
Act Effct Green (s)	5.0	33.4	33.4	5.7	29.9	29.9	20.2	20.2	20.2	8.8	33.5	
Actuated g/C Ratio	0.06	0.42	0.42	0.07	0.37	0.37	0.25	0.25	0.25	0.11	0.42	
v/c Ratio	0.65	0.41	0.18	0.29	0.94	0.41	0.19	0.38	0.04	0.88	0.22	
Control Delay	51.1	21.8	8.8	42.1	48.6	4.0	26.8	26.9	0.2	82.0	4.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	51.1	21.8	8.8	42.1	48.6	4.0	26.8	26.9	0.2	82.0	4.3	
LOS	D	C	A	D	D	A	C	C	A	F	A	
Approach Delay		25.0			33.9			25.4			42.0	
Approach LOS		C			C			C			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 31.3	Intersection LOS: C
Intersection Capacity Utilization 71.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 14: 210 NB Ramps & San Bernardino Avenue



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	6	82	116	6	2	2
Future Volume (vph)	6	82	116	6	2	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994			0.850
Flt Protected		0.997			0.950	
Satd. Flow (prot)	0	1894	1889	0	1805	1615
Flt Permitted		0.997			0.950	
Satd. Flow (perm)	0	1894	1889	0	1805	1615
Link Speed (mph)		30	30		30	
Link Distance (ft)		1636	441		315	
Travel Time (s)		37.2	10.0		7.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	6	86	122	6	2	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	92	128	0	2	2
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 19.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	84	122	24	7	0
Future Volume (vph)	0	84	122	24	7	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.978			
Flt Protected					0.950	
Satd. Flow (prot)	0	1900	1858	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1900	1858	0	1805	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		441	580		365	
Travel Time (s)		10.0	13.2		8.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	88	128	25	7	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	88	153	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 17.9%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	91	146	12	4	0
Future Volume (vph)	0	91	146	12	4	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.989			
Flt Protected					0.950	
Satd. Flow (prot)	0	1900	1879	0	1805	1900
Flt Permitted					0.950	
Satd. Flow (perm)	0	1900	1879	0	1805	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		580	300		152	
Travel Time (s)		13.2	6.8		3.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	96	154	13	4	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	96	167	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.4%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	412	659	0
Future Volume (vph)	0	0	0	412	659	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1900	0	1900	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1900	0	1900	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	317			310	6690	
Travel Time (s)	7.2			7.0	152.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	434	694	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	434	694	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	7	0	480	827	0
Future Volume (vph)	0	7	0	480	827	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1644	0	1900	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1644	0	1900	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	368			290	460	
Travel Time (s)	8.4			6.6	10.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	7	0	505	871	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	7	0	505	871	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

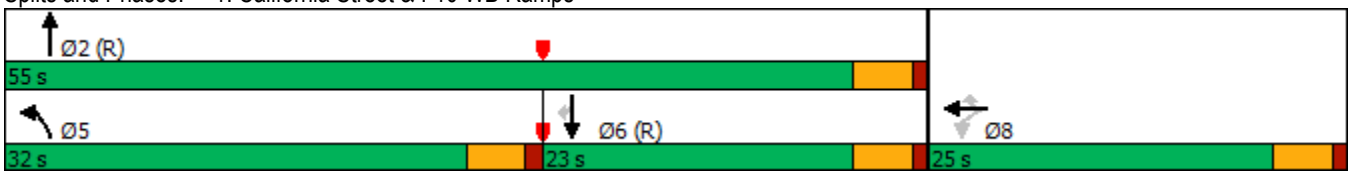
Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 53.5%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	343	9	375	454	692	0	0	179	360
Future Volume (vph)	0	0	0	343	9	375	454	692	0	0	179	360
Ideal Flow (vphpl)	1900	1900	1900	1700	1800	1800	1700	1800	1900	1700	1800	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected					0.954		0.950					
Satd. Flow (prot)	0	0	0	0	1717	1530	1615	3420	0	0	4914	1615
Flt Permitted					0.954		0.950					
Satd. Flow (perm)	0	0	0	0	1717	1530	1615	3420	0	0	4914	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						262						360
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1502			1273			312			1245	
Travel Time (s)		34.1			28.9			7.1			28.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	93%	93%	93%	93%	93%	93%	93%	93%	100%	100%	93%	93%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	343	9	375	454	692	0	0	179	360
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	352	375	454	692	0	0	179	360
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.15	1.07	1.07	1.15	1.07	1.00	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				25.0	25.0	25.0	32.0	55.0			23.0	23.0
Total Split (%)				31.3%	31.3%	31.3%	40.0%	68.8%			28.8%	28.8%
Maximum Green (s)				20.5	20.5	20.5	27.5	50.5			18.5	18.5
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					19.3	19.3	25.4	51.7			21.8	21.8
Actuated g/C Ratio					0.24	0.24	0.32	0.65			0.27	0.27
v/c Ratio					0.85	0.66	0.89	0.31			0.13	0.51
Control Delay					49.4	14.7	46.5	7.0			23.9	6.1
Queue Delay					0.0	0.0	19.5	0.6			0.0	0.0
Total Delay					49.4	14.7	66.0	7.5			23.9	6.1
LOS					D	B	E	A			C	A
Approach Delay					31.5			30.7			12.0	
Approach LOS					C			C			B	

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 26.8	Intersection LOS: C
Intersection Capacity Utilization 95.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: California Street & I-10 WB Ramps

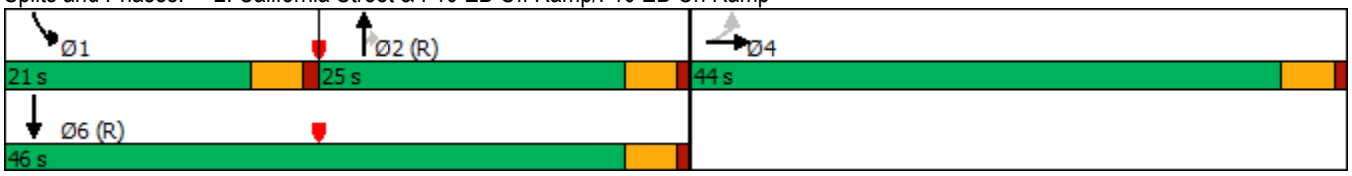


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	341	3	361	0	0	0	0	822	436	259	505	0
Future Volume (vph)	341	3	361	0	0	0	0	822	436	259	505	0
Ideal Flow (vphpl)	1700	1800	1800	1900	1900	1900	1900	1800	1800	1700	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt		0.931							0.850			
Flt Protected		0.976								0.950		
Satd. Flow (prot)	0	1636	0	0	0	0	0	4914	1530	1615	3610	0
Flt Permitted		0.976								0.950		
Satd. Flow (perm)	0	1636	0	0	0	0	0	4914	1530	1615	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		75							436			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1514			1294			812			312	
Travel Time (s)		34.4			29.4			18.5			7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	96%	96%	96%	100%	100%	100%	100%	96%	96%	96%	96%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	341	3	361	0	0	0	0	822	436	259	505	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	705	0	0	0	0	0	822	436	259	505	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.00	1.00	1.00	1.00	1.07	1.07	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2			
Detector Phase	4	4						2	2	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	44.0	44.0						25.0	25.0	21.0	46.0	
Total Split (%)	48.9%	48.9%						27.8%	27.8%	23.3%	51.1%	
Maximum Green (s)	39.5	39.5						20.5	20.5	16.5	41.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		38.4						22.0	22.0	16.1	42.6	
Actuated g/C Ratio		0.43						0.24	0.24	0.18	0.47	
v/c Ratio		0.95						0.68	0.62	0.90	0.30	
Control Delay		46.5						34.8	7.4	70.2	15.4	
Queue Delay		0.0						0.0	0.0	0.0	0.6	
Total Delay		46.5						34.8	7.4	70.2	16.0	
LOS		D						C	A	E	B	
Approach Delay		46.5						25.3			34.4	
Approach LOS		D						C			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 33.3	Intersection LOS: C
Intersection Capacity Utilization 95.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 2: California Street & I-10 EB Off Ramp/I-10 EB On Ramp

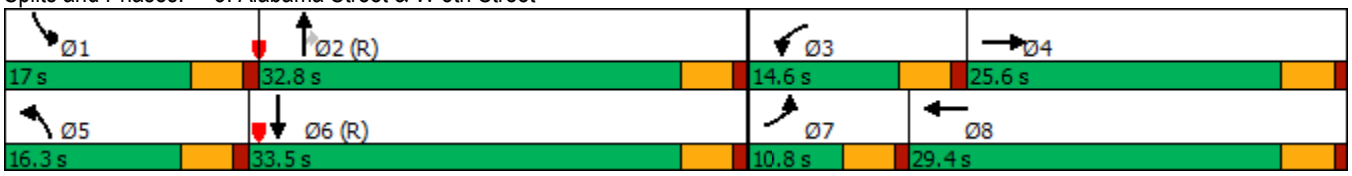


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	680	51	180	241	133	102	561	505	201	294	25
Future Volume (vph)	57	680	51	180	241	133	102	561	505	201	294	25
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.990			0.947				0.850		0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3386	0	1615	3239	0	1615	3420	1530	1615	3379	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3386	0	1615	3239	0	1615	3420	1530	1615	3379	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			115				236		10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1908			2750			621			1649	
Travel Time (s)		43.4			62.5			14.1			37.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	91%	91%	91%	91%	91%	91%	91%	91%	91%	91%	91%	91%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	57	680	51	180	241	133	102	561	505	201	294	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	731	0	180	374	0	102	561	505	201	319	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	10.8	25.6		14.6	29.4		16.3	32.8	32.8	17.0	33.5	
Total Split (%)	12.0%	28.4%		16.2%	32.7%		18.1%	36.4%	36.4%	18.9%	37.2%	
Maximum Green (s)	6.3	21.1		10.1	24.9		11.8	28.3	28.3	12.5	29.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	6.1	21.0		10.1	27.0		10.0	28.3	28.3	12.5	33.0	
Actuated g/C Ratio	0.07	0.23		0.11	0.30		0.11	0.31	0.31	0.14	0.37	
v/c Ratio	0.52	0.92		0.99	0.36		0.57	0.52	0.79	0.89	0.26	
Control Delay	57.7	51.5		108.4	18.6		50.1	27.4	24.9	78.3	21.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	57.7	51.5		108.4	18.6		50.1	27.4	24.9	78.3	21.3	
LOS	E	D		F	B		D	C	C	E	C	
Approach Delay		51.9			47.8			28.3			43.4	
Approach LOS		D			D			C			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 40.6	Intersection LOS: D
Intersection Capacity Utilization 72.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Alabama Street & W 5th Street

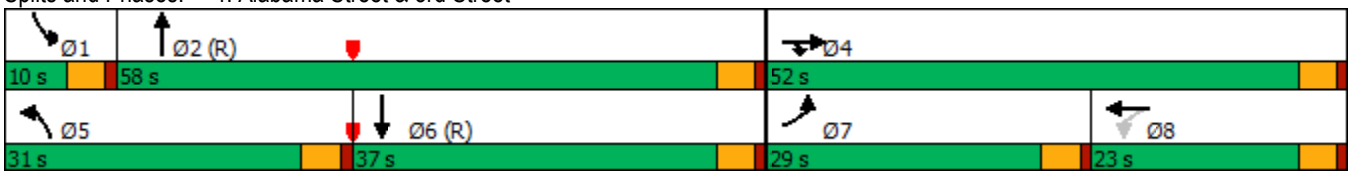


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	394	28	347	9	3	16	212	811	3	6	464	76
Future Volume (vph)	394	28	347	9	3	16	212	811	3	6	464	76
Ideal Flow (vphpl)	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.914			0.999			0.979	
Flt Protected	0.950				0.984		0.950			0.950		
Satd. Flow (prot)	2949	1800	1530	0	3076	0	1615	3417	0	1615	3348	0
Flt Permitted	0.950				0.868		0.950			0.950		
Satd. Flow (perm)	2949	1800	1530	0	2713	0	1615	3417	0	1615	3348	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			347		16						15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1074			950			6690			621	
Travel Time (s)		24.4			21.6			152.0			14.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	394	28	347	9	3	16	212	811	3	6	464	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	394	28	347	0	28	0	212	814	0	6	540	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.24	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Prot	Perm	NA		Prot	NA		Prot	NA	
Protected Phases	7	4	4		8		5	2		1	6	
Permitted Phases				8								
Detector Phase	7	4	4	8	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	29.0	52.0	52.0	23.0	23.0		31.0	58.0		10.0	37.0	
Total Split (%)	24.2%	43.3%	43.3%	19.2%	19.2%		25.8%	48.3%		8.3%	30.8%	
Maximum Green (s)	24.5	47.5	47.5	18.5	18.5		26.5	53.5		5.5	32.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0	0	0			0			0	
Act Effct Green (s)	20.7	27.5	27.5		6.2		20.9	81.2		6.1	58.2	
Actuated g/C Ratio	0.17	0.23	0.23		0.05		0.17	0.68		0.05	0.48	
v/c Ratio	0.77	0.07	0.56		0.18		0.76	0.35		0.07	0.33	
Control Delay	58.0	32.4	7.1		34.4		69.7	11.8		55.8	21.9	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay	58.0	32.4	7.1		34.4		69.7	11.8		55.8	21.9	
LOS	E	C	A		C		E	B		E	C	
Approach Delay		34.1			34.4			23.8			22.2	
Approach LOS		C			C			C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 26.9	Intersection LOS: C
Intersection Capacity Utilization 58.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 4: Alabama Street & 3rd Street

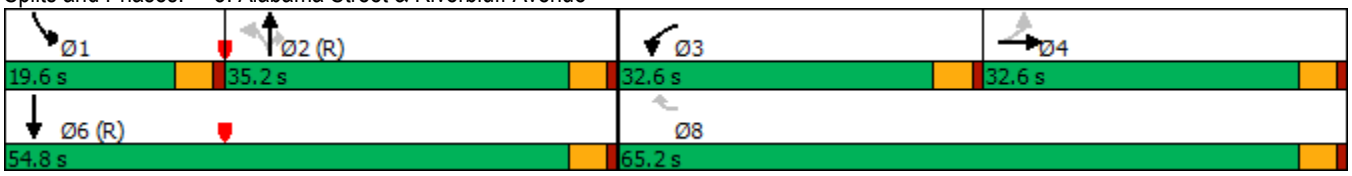


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	0	14	34	0	57	5	917	41	38	789	7
Future Volume (vph)	18	0	14	34	0	57	5	917	41	38	789	7
Ideal Flow (vphpl)	1700	1800	1800	1700	1900	1800	1900	1800	1800	1800	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.941				0.850			0.850		0.999	
Flt Protected		0.973		0.950						0.950		
Satd. Flow (prot)	0	1648	0	1615	0	1530	0	1800	1530	1710	1898	0
Flt Permitted		0.973		0.950				0.997		0.950		
Satd. Flow (perm)	0	1648	0	1615	0	1530	0	1795	1530	1710	1898	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		95				57			95			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		416			1617			460			310	
Travel Time (s)		9.5			36.8			10.5			7.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	18	0	14	34	0	57	5	917	41	38	789	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	0	34	0	57	0	922	41	38	796	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.00	1.07	1.00	1.07	1.07	1.07	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1		1	1	2	1	1	2	
Detector Template	Left	Thru		Left		Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20		20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0		0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0		0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20		20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA		Prot		Perm	Perm	NA	Perm	Prot	NA	
Protected Phases		4		3				2		1	6	
Permitted Phases	4					8	2		2			
Detector Phase	4	4		3		8	2	2	2	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0		5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5		22.5	22.5	22.5	22.5	9.5	22.5	
Total Split (s)	32.6	32.6		32.6		65.2	35.2	35.2	35.2	19.6	54.8	
Total Split (%)	27.2%	27.2%		27.2%		54.3%	29.3%	29.3%	29.3%	16.3%	45.7%	
Maximum Green (s)	28.1	28.1		28.1		60.7	30.7	30.7	30.7	15.1	50.3	
Yellow Time (s)	3.5	3.5		3.5		3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0		1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5		4.5		4.5		4.5	4.5	4.5	4.5	
Lead/Lag	Lag	Lag		Lead			Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None		None	C-Max	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0		7.0	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0		11.0		11.0	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0		0	0	0	0		0	
Act Effct Green (s)		5.5		8.0		13.8		91.7	91.7	8.1	100.1	
Actuated g/C Ratio		0.05		0.07		0.12		0.76	0.76	0.07	0.83	
v/c Ratio		0.19		0.31		0.25		0.67	0.03	0.33	0.50	
Control Delay		2.6		60.2		13.9		12.2	0.6	53.8	10.4	
Queue Delay		0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Total Delay		2.6		60.2		13.9		12.2	0.6	53.8	10.4	
LOS		A		E		B		B	A	D	B	
Approach Delay		2.6			31.2			11.7			12.3	
Approach LOS		A			C			B			B	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 12.7	Intersection LOS: B
Intersection Capacity Utilization 68.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Alabama Street & Riverbluff Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	169	2	39	11	5	8	27	786	6	5	776	62
Future Volume (vph)	169	2	39	11	5	8	27	786	6	5	776	62
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1900	1700	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.955			0.999			0.989	
Flt Protected		0.961			0.978		0.950			0.950		
Satd. Flow (prot)	0	1687	0	0	1681	0	1615	1798	0	1615	1879	0
Flt Permitted		0.751			0.884		0.950			0.950		
Satd. Flow (perm)	0	1318	0	0	1520	0	1615	1798	0	1615	1879	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			8						4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			825			2693			290	
Travel Time (s)		6.8			18.8			61.2			6.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	94%	94%	94%	94%	94%	94%	94%	94%	94%	94%	94%	94%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	169	2	39	11	5	8	27	786	6	5	776	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	210	0	0	24	0	27	792	0	5	838	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	44.5	44.5		44.5	44.5		31.5	44.0		31.5	44.0	
Total Split (%)	37.1%	37.1%		37.1%	37.1%		26.3%	36.7%		26.3%	36.7%	
Maximum Green (s)	40.0	40.0		40.0	40.0		27.0	39.5		27.0	39.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		23.9			23.9		7.5	84.8		6.0	79.3	
Actuated g/C Ratio		0.20			0.20		0.06	0.71		0.05	0.66	
v/c Ratio		0.78			0.08		0.27	0.62		0.06	0.67	
Control Delay		61.9			26.7		59.4	14.6		70.8	19.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		61.9			26.7		59.4	14.6		70.8	19.4	
LOS		E			C		E	B		E	B	
Approach Delay		61.9			26.7			16.0			19.7	
Approach LOS		E			C			B			B	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 22.9	Intersection LOS: C
Intersection Capacity Utilization 67.8%	ICU Level of Service C
Analysis Period (min) 15	

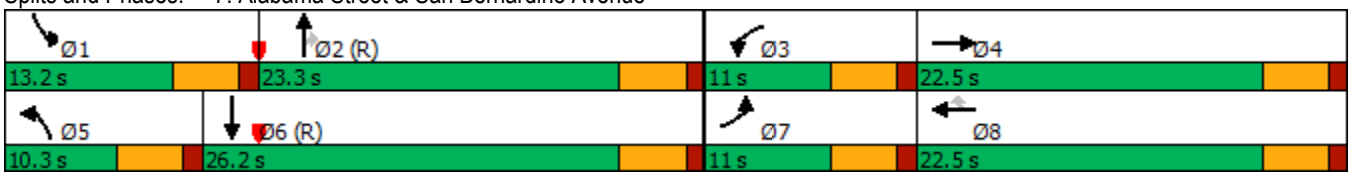
Splits and Phases: 6: Alabama Street & Palmetto Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	124	570	68	124	160	156	39	473	231	188	468	64
Future Volume (vph)	124	570	68	124	160	156	39	473	231	188	468	64
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	100		0	0		0	170		0	260		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.984				0.850			0.850		0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3365	0	1615	3420	1530	1615	3420	1530	1615	3358	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3365	0	1615	3420	1530	1615	3420	1530	1615	3358	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				164			231		22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5507			2072			2636			2693	
Travel Time (s)		125.2			47.1			59.9			61.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	97%	97%	97%	97%	97%	97%	97%	97%	97%	97%	97%	97%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	124	570	68	124	160	156	39	473	231	188	468	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	124	638	0	124	160	156	39	473	231	188	532	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			
Detector Phase	7	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	11.0	22.5		11.0	22.5	22.5	10.3	23.3	23.3	13.2	26.2	
Total Split (%)	15.7%	32.1%		15.7%	32.1%	32.1%	14.7%	33.3%	33.3%	18.9%	37.4%	
Maximum Green (s)	6.5	18.0		6.5	18.0	18.0	5.8	18.8	18.8	8.7	21.7	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effct Green (s)	6.5	16.8		6.5	16.8	16.8	5.8	19.2	19.2	9.5	27.0	
Actuated g/C Ratio	0.09	0.24		0.09	0.24	0.24	0.08	0.27	0.27	0.14	0.39	
v/c Ratio	0.83	0.78		0.83	0.19	0.32	0.29	0.50	0.39	0.86	0.41	
Control Delay	75.0	31.2		75.0	21.4	5.6	36.3	23.8	5.5	68.1	17.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	75.0	31.2		75.0	21.4	5.6	36.3	23.8	5.5	68.1	17.8	
LOS	E	C		E	C	A	D	C	A	E	B	
Approach Delay		38.4			30.9			18.8			30.9	
Approach LOS		D			C			B			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 29.6	Intersection LOS: C
Intersection Capacity Utilization 65.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Alabama Street & San Bernardino Avenue

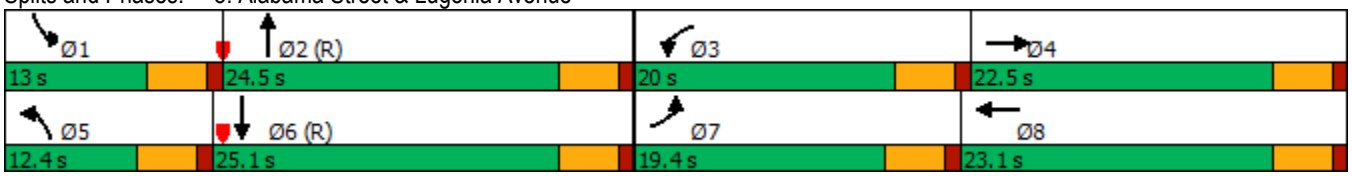


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	441	109	261	213	52	67	498	236	128	491	93
Future Volume (vph)	223	441	109	261	213	52	67	498	236	128	491	93
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	220		0	0		0	200		0	180		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Frt		0.970			0.971			0.952			0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3317	0	1615	3321	0	1615	3256	0	1615	4796	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3317	0	1615	3321	0	1615	3256	0	1615	4796	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			35			94			47	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5332			3791			1051			2636	
Travel Time (s)		121.2			86.2			23.9			59.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	97%	97%	97%	97%	97%	97%	97%	97%	97%	97%	97%	97%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	223	441	109	261	213	52	67	498	236	128	491	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	550	0	261	265	0	67	734	0	128	584	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	19.4	22.5		20.0	23.1		12.4	24.5		13.0	25.1	
Total Split (%)	24.3%	28.1%		25.0%	28.9%		15.5%	30.6%		16.3%	31.4%	
Maximum Green (s)	14.9	18.0		15.5	18.6		7.9	20.0		8.5	20.6	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	13.9	16.5		15.0	17.6		7.3	21.8		8.8	25.2	
Actuated g/C Ratio	0.17	0.21		0.19	0.22		0.09	0.27		0.11	0.32	
v/c Ratio	0.80	0.77		0.87	0.35		0.46	0.77		0.73	0.38	
Control Delay	53.5	35.9		60.2	23.9		44.6	30.7		59.8	21.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	53.5	35.9		60.2	23.9		44.6	30.7		59.8	21.9	
LOS	D	D		E	C		D	C		E	C	
Approach Delay		41.0			41.9			31.8			28.7	
Approach LOS		D			D			C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 35.4	Intersection LOS: D
Intersection Capacity Utilization 76.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Alabama Street & Lugonia Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	176	316	162	354	786	0	0	737	460
Future Volume (vph)	0	0	0	176	316	162	354	786	0	0	737	460
Ideal Flow (vphpl)	1900	1900	1900	1700	1800	1800	1700	1800	1900	1900	1800	1900
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected					0.982		0.950					
Satd. Flow (prot)	0	0	0	0	1768	1530	1615	3420	0	0	3420	1615
Flt Permitted					0.982		0.950					
Satd. Flow (perm)	0	0	0	0	1768	1530	1615	3420	0	0	3420	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						162						270
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		918			1093			591			1051	
Travel Time (s)		20.9			24.8			13.4			23.9	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	98%	98%	98%	98%	98%	98%	98%	98%	98%	98%	98%	98%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	176	316	162	354	786	0	0	737	460
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	492	162	354	786	0	0	737	460
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.15	1.07	1.07	1.15	1.07	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				46.0	46.0	46.0	36.0	74.0			38.0	38.0
Total Split (%)				38.3%	38.3%	38.3%	30.0%	61.7%			31.7%	31.7%
Maximum Green (s)				41.5	41.5	41.5	31.5	69.5			33.5	33.5
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					37.6	37.6	29.3	73.4			39.5	39.5
Actuated g/C Ratio					0.31	0.31	0.24	0.61			0.33	0.33
v/c Ratio					0.89	0.27	0.90	0.38			0.65	0.65
Control Delay					57.8	5.4	79.8	13.0			39.4	19.7
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay					57.8	5.4	79.8	13.0			39.4	19.7
LOS					E	A	E	B			D	B
Approach Delay					44.8			33.7			31.8	
Approach LOS					D			C			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 35.4	Intersection LOS: D
Intersection Capacity Utilization 87.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 9: Alabama Street & I-10 WB Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	349	64	488	0	0	0	0	783	252	228	693	0
Future Volume (vph)	349	64	488	0	0	0	0	783	252	228	693	0
Ideal Flow (vphpl)	1700	1800	1800	1900	1900	1900	1900	1800	1800	1700	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.919							0.850			
Flt Protected		0.981								0.950		
Satd. Flow (prot)	0	3083	0	0	0	0	0	3420	1530	1615	3610	0
Flt Permitted		0.981								0.950		
Satd. Flow (perm)	0	3083	0	0	0	0	0	3420	1530	1615	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		239							252			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		898			623			1369			591	
Travel Time (s)		20.4			14.2			31.1			13.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	349	64	488	0	0	0	0	783	252	228	693	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	901	0	0	0	0	0	783	252	228	693	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.00	1.00	1.00	1.00	1.07	1.07	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4						2		1	6	
Permitted Phases	4								2			
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	44.0	44.0						45.0	45.0	31.0	76.0	
Total Split (%)	36.7%	36.7%						37.5%	37.5%	25.8%	63.3%	
Maximum Green (s)	39.5	39.5						40.5	40.5	26.5	71.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		34.6						50.5	50.5	21.4	76.4	
Actuated g/C Ratio		0.29						0.42	0.42	0.18	0.64	
v/c Ratio		0.85						0.54	0.32	0.79	0.30	
Control Delay		37.4						29.8	4.6	76.9	7.1	
Queue Delay		0.0						0.0	0.0	0.0	0.0	
Total Delay		37.4						29.8	4.6	76.9	7.1	
LOS		D						C	A	E	A	
Approach Delay		37.4						23.7			24.4	
Approach LOS		D						C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 28.2	Intersection LOS: C
Intersection Capacity Utilization 87.9%	ICU Level of Service E
Analysis Period (min) 15	

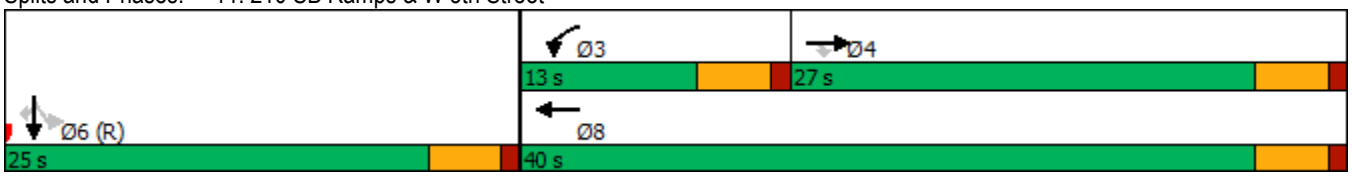
Splits and Phases: 10: Alabama Street & I-10 EB Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	965	538	274	545	0	0	0	0	308	6	131
Future Volume (vph)	0	965	538	274	545	0	0	0	0	308	6	131
Ideal Flow (vphpl)	1900	1800	1800	1600	1800	1900	1900	1900	1900	1800	1800	2500
Storage Length (ft)	0		220	0		0	0		0	0		0
Storage Lanes	0		1	2		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3420	1530	2949	3420	0	0	0	0	1710	0	2125
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	3420	1530	2949	3420	0	0	0	0	1710	0	2125
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			538									131
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2750			477			659			386	
Travel Time (s)		62.5			10.8			15.0			8.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	965	538	274	545	0	0	0	0	308	6	131
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	965	538	274	545	0	0	0	0	308	6	131
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.07	1.07	1.24	1.07	1.00	1.00	1.00	1.00	1.07	1.07	0.69
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		6	20	20	6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4		3	8						6	
Permitted Phases			4							6		6
Detector Phase		4	4	3	8					6	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	9.5	22.5					22.5	22.5	22.5
Total Split (s)		27.0	27.0	13.0	40.0					25.0	25.0	25.0
Total Split (%)		41.5%	41.5%	20.0%	61.5%					38.5%	38.5%	38.5%
Maximum Green (s)		22.5	22.5	8.5	35.5					20.5	20.5	20.5
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0		0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5					4.5		4.5
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Recall Mode		None	None	None	None					C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0					7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0					0	0	0
Act Effct Green (s)		22.2	22.2	8.4	35.2					20.8	0.0	20.8
Actuated g/C Ratio		0.34	0.34	0.13	0.54					0.32	0.00	0.32
v/c Ratio		0.83	0.61	0.72	0.29					0.56	no cap	0.17
Control Delay		27.1	5.2	39.4	8.6					23.3		4.2
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		27.1	5.2	39.4	8.6					23.3	Error	4.2
LOS		C	A	D	A					C	F	A
Approach Delay		19.2			18.9						Err	
Approach LOS		B			B						F	

Intersection Summary	
Area Type: Other	
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 0 (0%), Referenced to phase 2: and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: Err	
Intersection Signal Delay: Err	Intersection LOS: F
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 11: 210 SB Ramps & W 5th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	230	1026	0	0	600	249	218	0	478	0	0	0
Future Volume (vph)	230	1026	0	0	600	249	218	0	478	0	0	0
Ideal Flow (vphpl)	1700	1800	1900	1900	1800	1800	1600	1800	1900	1900	1900	1900
Storage Length (ft)	0		0	0		220	0		0	0		0
Storage Lanes	1		0	0		1	1		2	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.95	0.95	0.88	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.950				
Satd. Flow (prot)	1615	3420	0	0	4914	1530	1444	1624	2842	0	0	0
Flt Permitted	0.950						0.950	0.950				
Satd. Flow (perm)	1615	3420	0	0	4914	1530	1444	1624	2842	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						249			196			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		477			2099			595			477	
Travel Time (s)		10.8			47.7			13.5			10.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	94%	94%	94%	94%	94%	94%	94%	94%	94%	94%	94%	94%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	230	1026	0	0	600	249	218	0	478	0	0	0
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	230	1026	0	0	600	249	109	109	478	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.00	1.00	1.07	1.07	1.24	1.07	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Prot	NA			NA	Perm	Prot	NA	Perm			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4			8		5	2				
Permitted Phases						8			2			
Detector Phase	7	4			8	8	5	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
Minimum Split (s)	9.5	22.5			22.5	22.5	9.5	22.5	22.5			
Total Split (s)	29.0	58.0			29.0	29.0	32.0	32.0	32.0			
Total Split (%)	32.2%	64.4%			32.2%	32.2%	35.6%	35.6%	35.6%			
Maximum Green (s)	24.5	53.5			24.5	24.5	27.5	27.5	27.5			
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.5	4.5			4.5	4.5	4.5	4.5	4.5			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	None			None	None	None	C-Max	C-Max			
Walk Time (s)		7.0			7.0	7.0		7.0	7.0			
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0			
Pedestrian Calls (#/hr)		0			0	0		0	0			
Act Effct Green (s)	18.0	41.3			18.9	18.9	39.7	39.7	39.7			
Actuated g/C Ratio	0.20	0.46			0.21	0.21	0.44	0.44	0.44			
v/c Ratio	0.71	0.65			0.58	0.48	0.17	0.15	0.35			
Control Delay	45.6	20.2			33.9	7.1	19.5	19.1	12.0			
Queue Delay	0.0	0.2			0.0	0.0	0.0	0.0	0.0			
Total Delay	45.6	20.4			33.9	7.1	19.5	19.1	12.0			
LOS	D	C			C	A	B	B	B			
Approach Delay		25.0			26.0			14.3				
Approach LOS		C			C			B				

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 22.7	Intersection LOS: C
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min) 15	

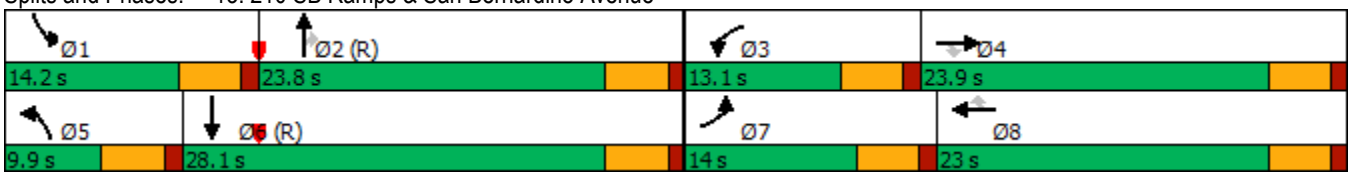
Splits and Phases: 12: I-10 NB Ramps & W 5th Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	764	85	127	339	133	29	48	268	162	321	123
Future Volume (vph)	157	764	85	127	339	133	29	48	268	162	321	123
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1900
Storage Length (ft)	260		0	0		0	230		0	100		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.958	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1710	3420	1530	1710	1800	1530	1710	1800	1530	1710	3276	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1710	3420	1530	1710	1800	1530	1710	1800	1530	1710	3276	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			153			153			268		78	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2072			709			529			237	
Travel Time (s)		47.1			16.1			12.0			5.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	94%	94%	94%	94%	94%	94%	94%	94%	94%	94%	94%	94%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	157	764	85	127	339	133	29	48	268	162	321	123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	157	764	85	127	339	133	29	48	268	162	444	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	14.0	23.9	23.9	13.1	23.0	23.0	9.9	23.8	23.8	14.2	28.1	
Total Split (%)	18.7%	31.9%	31.9%	17.5%	30.7%	30.7%	13.2%	31.7%	31.7%	18.9%	37.5%	
Maximum Green (s)	9.5	19.4	19.4	8.6	18.5	18.5	5.4	19.3	19.3	9.7	23.6	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	9.2	20.6	20.6	8.3	17.4	17.4	5.4	21.0	21.0	9.4	30.9	
Actuated g/C Ratio	0.12	0.27	0.27	0.11	0.23	0.23	0.07	0.28	0.28	0.13	0.41	
v/c Ratio	0.75	0.81	0.16	0.68	0.81	0.28	0.24	0.10	0.43	0.76	0.32	
Control Delay	55.5	34.6	1.3	51.4	43.9	5.0	37.8	22.0	5.7	55.7	14.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	55.5	34.6	1.3	51.4	43.9	5.0	37.8	22.0	5.7	55.7	14.4	
LOS	E	C	A	D	D	A	D	C	A	E	B	
Approach Delay		35.0			36.8			10.7			25.5	
Approach LOS		D			D			B			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 75	
Actuated Cycle Length: 75	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 29.9	Intersection LOS: C
Intersection Capacity Utilization 59.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 13: 210 SB Ramps & San Bernardino Avenue



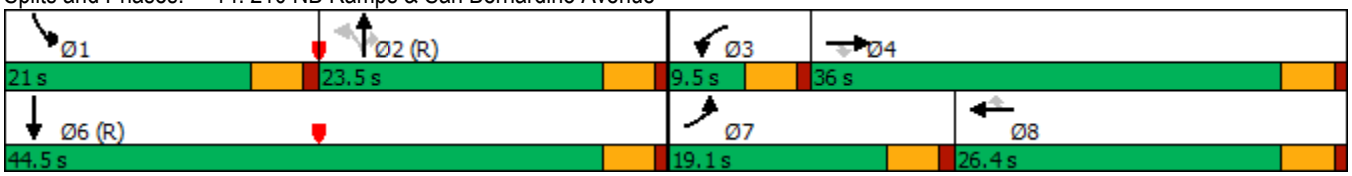
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	454	527	164	35	347	174	80	471	54	255	23	177
Future Volume (vph)	454	527	164	35	347	174	80	471	54	255	23	177
Ideal Flow (vphpl)	1600	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1900
Storage Length (ft)	300		0	0		0	150		70	0		0
Storage Lanes	2		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.867	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	2949	1800	1530	1710	1800	1530	1710	3420	1530	1710	1561	0
Flt Permitted	0.950			0.950			0.632			0.950		
Satd. Flow (perm)	2949	1800	1530	1710	1800	1530	1138	3420	1530	1710	1561	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164			182			182		177	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		709			2232			344			268	
Travel Time (s)		16.1			50.7			7.8			6.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	96%	96%	96%	96%	96%	96%	96%	96%	96%	96%	96%	96%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	454	527	164	35	347	174	80	471	54	255	23	177
Shared Lane Traffic (%)												
Lane Group Flow (vph)	454	527	164	35	347	174	80	471	54	255	200	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.24	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Prot	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases			4			8	2		2			
Detector Phase	7	4	4	3	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	
Total Split (s)	19.1	36.0	36.0	9.5	26.4	26.4	23.5	23.5	23.5	21.0	44.5	
Total Split (%)	21.2%	40.0%	40.0%	10.6%	29.3%	29.3%	26.1%	26.1%	26.1%	23.3%	49.4%	
Maximum Green (s)	14.6	31.5	31.5	5.0	21.9	21.9	19.0	19.0	19.0	16.5	40.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0		0	
Act Effct Green (s)	14.6	33.7	33.7	5.0	20.3	20.3	21.2	21.2	21.2	15.9	41.6	
Actuated g/C Ratio	0.16	0.37	0.37	0.06	0.23	0.23	0.24	0.24	0.24	0.18	0.46	
v/c Ratio	0.95	0.78	0.24	0.37	0.85	0.36	0.30	0.59	0.11	0.85	0.25	
Control Delay	69.3	35.5	4.5	52.2	53.9	6.3	33.6	34.8	0.4	61.4	4.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	69.3	35.5	4.5	52.2	53.9	6.3	33.6	34.8	0.4	61.4	4.2	
LOS	E	D	A	D	D	A	C	C	A	E	A	
Approach Delay		44.5			38.9			31.6			36.2	
Approach LOS		D			D			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 39.2 Intersection LOS: D
Intersection Capacity Utilization 75.8% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 14: 210 NB Ramps & San Bernardino Avenue



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	161	69	3	7	7
Future Volume (vph)	3	161	69	3	7	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.995			0.850
Flt Protected		0.999			0.950	
Satd. Flow (prot)	0	1861	1853	0	1770	1583
Flt Permitted		0.999			0.950	
Satd. Flow (perm)	0	1861	1853	0	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		1636	441		315	
Travel Time (s)		37.2	10.0		7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	175	75	3	8	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	178	78	0	8	8
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 20.9%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	168	72	11	27	0
Future Volume (vph)	0	168	72	11	27	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.982			
Flt Protected					0.950	
Satd. Flow (prot)	0	1863	1829	0	1770	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1863	1829	0	1770	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		441	580		365	
Travel Time (s)		10.0	13.2		8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	183	78	12	29	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	183	90	0	29	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 18.8%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	195	83	6	14	0
Future Volume (vph)	0	195	83	6	14	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.990			
Flt Protected					0.950	
Satd. Flow (prot)	0	1863	1844	0	1770	1863
Flt Permitted					0.950	
Satd. Flow (perm)	0	1863	1844	0	1770	1863
Link Speed (mph)		30	30		30	
Link Distance (ft)		580	300		152	
Travel Time (s)		13.2	6.8		3.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	212	90	7	15	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	212	97	0	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 20.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	933	464	0
Future Volume (vph)	0	0	0	933	464	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1863	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	317			310	6690	
Travel Time (s)	7.2			7.0	152.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	1014	504	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1014	504	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.4%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	27	0	792	791	0
Future Volume (vph)	0	27	0	792	791	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1611	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	368			290	460	
Travel Time (s)	8.4			6.6	10.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	29	0	861	860	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	29	0	861	860	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 51.6%	ICU Level of Service A
Analysis Period (min) 15	

Lanes, Volumes, Timings
1: California Street & I-10 WB Ramps

01/30/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	224	2	127	576	543	0	0	536	683
Future Volume (vph)	0	0	0	224	2	127	576	543	0	0	536	683
Ideal Flow (vphpl)	1900	1900	1900	1700	1800	1800	1700	1800	1900	1900	1800	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected					0.953		0.950					
Satd. Flow (prot)	0	0	0	0	1715	1530	3133	3420	0	0	4914	1615
Flt Permitted					0.953		0.950					
Satd. Flow (perm)	0	0	0	0	1715	1530	3133	3420	0	0	4914	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						134						504
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1502			1273			312			1245	
Travel Time (s)		34.1			28.9			4.7			18.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	236	2	134	606	572	0	0	564	719
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	238	134	606	572	0	0	564	719
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.15	1.07	1.07	1.15	1.07	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				29.0	29.0	29.0	35.0	91.0			56.0	56.0
Total Split (%)				24.2%	24.2%	24.2%	29.2%	75.8%			46.7%	46.7%
Maximum Green (s)				24.5	24.5	24.5	30.5	86.5			51.5	51.5
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					20.8	20.8	27.4	90.2			58.3	58.3
Actuated g/C Ratio					0.17	0.17	0.23	0.75			0.49	0.49
v/c Ratio					0.80	0.36	0.85	0.22			0.24	0.69
Control Delay					67.3	9.4	70.0	5.5			19.3	11.3
Queue Delay					0.0	0.0	30.6	0.3			0.0	0.0
Total Delay					67.3	9.4	100.6	5.7			19.3	11.3
LOS					E	A	F	A			B	B
Approach Delay					46.5			54.5			14.8	
Approach LOS					D			D			B	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 35.5 Intersection LOS: D
Intersection Capacity Utilization 114.6% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 1: California Street & I-10 WB Ramps

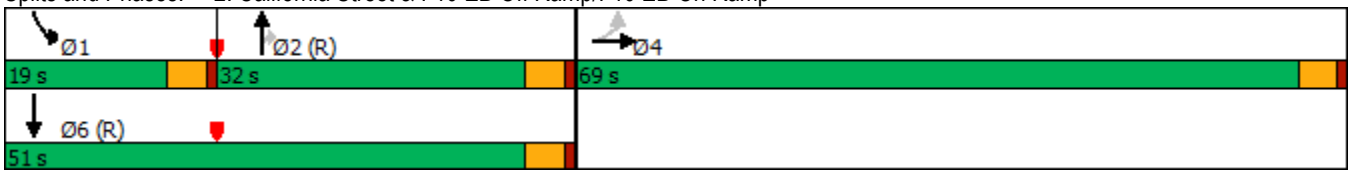
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	534	3	478	0	0	0	0	652	288	74	486	0
Future Volume (vph)	534	3	478	0	0	0	0	652	288	74	486	0
Ideal Flow (vphpl)	1700	1800	1800	1900	1900	1900	1900	1800	1800	1700	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt		0.851							0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1615	1532	0	0	0	0	0	4914	1530	1615	3610	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1615	1532	0	0	0	0	0	4914	1530	1615	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		193							303			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1514			1294			812			312	
Travel Time (s)		34.4			29.4			18.5			7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	562	3	503	0	0	0	0	686	303	78	512	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	562	506	0	0	0	0	0	686	303	78	512	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.00	1.00	1.00	1.00	1.07	1.07	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2			
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	69.0	69.0						32.0	32.0	19.0	51.0	
Total Split (%)	57.5%	57.5%						26.7%	26.7%	15.8%	42.5%	
Maximum Green (s)	64.5	64.5						27.5	27.5	14.5	46.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)	52.7	52.7						45.0	45.0	10.9	58.3	
Actuated g/C Ratio	0.44	0.44						0.38	0.38	0.09	0.49	
v/c Ratio	0.79	0.65						0.37	0.40	0.53	0.29	
Control Delay	36.9	18.5						31.3	5.8	75.5	16.9	
Queue Delay	6.7	0.0						0.0	0.0	0.0	0.5	
Total Delay	43.6	18.5						31.3	5.8	75.5	17.3	
LOS	D	B						C	A	E	B	
Approach Delay		31.7						23.5			25.0	
Approach LOS		C						C			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 27.1 Intersection LOS: C
Intersection Capacity Utilization 110.6% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 2: California Street & I-10 EB Off Ramp/I-10 EB On Ramp



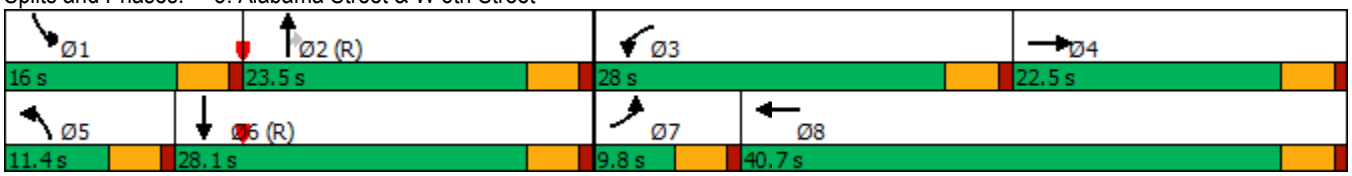
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	220	44	385	645	111	48	169	208	169	439	48
Future Volume (vph)	14	220	44	385	645	111	48	169	208	169	439	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.975			0.978				0.850		0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3520	0	1805	3531	0	1805	3610	1615	1805	3556	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	3520	0	1805	3531	0	1805	3610	1615	1805	3556	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			26				236		13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1908			2750			621			1649	
Travel Time (s)		43.4			62.5			14.1			37.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	15	232	46	405	679	117	51	178	219	178	462	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	278	0	405	796	0	51	178	219	178	513	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	9.8	22.5		28.0	40.7		11.4	23.5	23.5	16.0	28.1	
Total Split (%)	10.9%	25.0%		31.1%	45.2%		12.7%	26.1%	26.1%	17.8%	31.2%	
Maximum Green (s)	5.3	18.0		23.5	36.2		6.9	19.0	19.0	11.5	23.6	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	5.3	12.0		22.6	37.1		7.6	24.1	24.1	13.4	34.1	
Actuated g/C Ratio	0.06	0.13		0.25	0.41		0.08	0.27	0.27	0.15	0.38	
v/c Ratio	0.14	0.57		0.90	0.54		0.33	0.18	0.36	0.66	0.38	
Control Delay	43.4	37.8		56.6	20.9		44.3	28.0	5.4	48.9	23.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	43.4	37.8		56.6	20.9		44.3	28.0	5.4	48.9	23.3	
LOS	D	D		E	C		D	C	A	D	C	
Approach Delay		38.1			32.9			18.8			29.9	
Approach LOS		D			C			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 30.3 Intersection LOS: C
Intersection Capacity Utilization 61.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: Alabama Street & W 5th Street



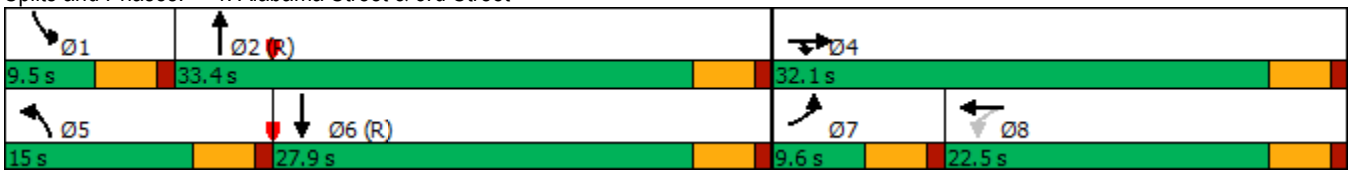
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	2	223	3	3	27	175	284	4	15	659	217
Future Volume (vph)	106	2	223	3	3	27	175	284	4	15	659	217
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.876			0.998			0.963	
Flt Protected	0.950				0.996		0.950			0.950		
Satd. Flow (prot)	3502	1900	1615	0	3150	0	1805	3603	0	1805	3476	0
Flt Permitted	0.950				0.931		0.950			0.950		
Satd. Flow (perm)	3502	1900	1615	0	2944	0	1805	3603	0	1805	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			235		28			2			62	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1074			950			6690			621	
Travel Time (s)		24.4			21.6			152.0			14.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	112	2	235	3	3	28	184	299	4	16	694	228
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	2	235	0	34	0	184	303	0	16	922	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Prot	Perm	NA		Prot	NA		Prot	NA	
Protected Phases	7	4	4		8		5	2		1	6	
Permitted Phases				8								
Detector Phase	7	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	9.6	32.1	32.1	22.5	22.5		15.0	33.4		9.5	27.9	
Total Split (%)	12.8%	42.8%	42.8%	30.0%	30.0%		20.0%	44.5%		12.7%	37.2%	
Maximum Green (s)	5.1	27.6	27.6	18.0	18.0		10.5	28.9		5.0	23.4	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0	0	0			0			0	
Act Effct Green (s)	5.3	9.7	9.7		5.9		13.1	53.9		6.3	38.6	
Actuated g/C Ratio	0.07	0.13	0.13		0.08		0.17	0.72		0.08	0.51	
v/c Ratio	0.46	0.01	0.57		0.13		0.58	0.12		0.11	0.51	
Control Delay	39.9	24.0	9.6		16.4		35.4	5.1		32.9	14.1	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay	39.9	24.0	9.6		16.4		35.4	5.1		32.9	14.1	
LOS	D	C	A		B		D	A		C	B	
Approach Delay		19.4			16.4			16.6			14.5	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 16.0 Intersection LOS: B
Intersection Capacity Utilization 55.8% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4: Alabama Street & 3rd Street

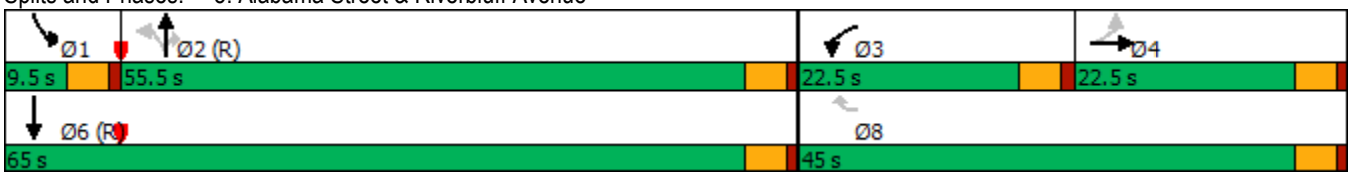


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	4	31	0	28	11	407	26	34	835	15
Future Volume (vph)	5	0	4	31	0	28	11	407	26	34	835	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.940				0.850			0.850		0.997	
Flt Protected		0.973		0.950				0.999		0.950		
Satd. Flow (prot)	0	1738	0	1805	0	1615	0	1898	1615	1805	1894	0
Flt Permitted		0.973		0.950				0.974		0.950		
Satd. Flow (perm)	0	1738	0	1805	0	1615	0	1851	1615	1805	1894	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		104				60			104		1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		416			1617			460			310	
Travel Time (s)		9.5			36.8			10.5			7.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	5	0	4	33	0	29	12	428	27	36	879	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	0	33	0	29	0	440	27	36	895	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1		1	1	2	1	1	2	
Detector Template	Left	Thru		Left		Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20		20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0		0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0		0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20		20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA		Prot		Perm	Perm	NA	Perm	Prot	NA	
Protected Phases		4		3				2		1	6	
Permitted Phases	4					8	2		2			
Detector Phase	4	4		3		8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0		5.0	5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5		22.5	22.5	22.5	22.5	9.5	22.5	
Total Split (s)	22.5	22.5		22.5		45.0	55.5	55.5	55.5	9.5	65.0	
Total Split (%)	20.5%	20.5%		20.5%		40.9%	50.5%	50.5%	50.5%	8.6%	59.1%	
Maximum Green (s)	18.0	18.0		18.0		40.5	51.0	51.0	51.0	5.0	60.5	
Yellow Time (s)	3.5	3.5		3.5		3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0		1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5		4.5		4.5		4.5	4.5	4.5	4.5	
Lead/Lag	Lag	Lag		Lead			Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None		None	C-Max	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0		7.0	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0		11.0		11.0	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0		0	0	0	0		0	
Act Effct Green (s)		5.5		7.5		9.3		89.5	89.5	7.7	97.5	
Actuated g/C Ratio		0.05		0.07		0.08		0.81	0.81	0.07	0.89	
v/c Ratio		0.05		0.27		0.15		0.29	0.02	0.29	0.53	
Control Delay		0.4		53.4		3.6		6.2	0.0	53.6	4.6	
Queue Delay		0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Total Delay		0.4		53.4		3.6		6.2	0.0	53.6	4.6	
LOS		A		D		A		A	A	D	A	
Approach Delay		0.4			30.1			5.9			6.5	
Approach LOS		A			C			A			A	

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 7.3	Intersection LOS: A
Intersection Capacity Utilization 64.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Alabama Street & Riverbluff Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	57	14	5	2	2	62	468	14	6	664	105
Future Volume (vph)	24	57	14	5	2	2	62	468	14	6	664	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980			0.970			0.996			0.979	
Flt Protected		0.988			0.973		0.950			0.950		
Satd. Flow (prot)	0	1840	0	0	1793	0	1805	1892	0	1805	1860	0
Flt Permitted		0.919			0.890		0.950			0.950		
Satd. Flow (perm)	0	1711	0	0	1640	0	1805	1892	0	1805	1860	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			2			1			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			825			2693			290	
Travel Time (s)		6.8			18.8			61.2			6.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	25	60	15	5	2	2	65	493	15	6	699	111
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	0	0	9	0	65	508	0	6	810	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	44.5	44.5		44.5	44.5		31.5	44.0		31.5	44.0	
Total Split (%)	37.1%	37.1%		37.1%	37.1%		26.3%	36.7%		26.3%	36.7%	
Maximum Green (s)	40.0	40.0		40.0	40.0		27.0	39.5		27.0	39.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		11.7			11.7		9.7	97.0		6.0	87.2	
Actuated g/C Ratio		0.10			0.10		0.08	0.81		0.05	0.73	
v/c Ratio		0.57			0.06		0.45	0.33		0.07	0.60	
Control Delay		59.9			42.3		58.3	8.0		55.5	12.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		59.9			42.3		58.3	8.0		55.5	12.0	
LOS		E			D		E	A		E	B	
Approach Delay		59.9			42.3			13.7			12.3	
Approach LOS		E			D			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 16.2 Intersection LOS: B
Intersection Capacity Utilization 62.1% ICU Level of Service B
Analysis Period (min) 15

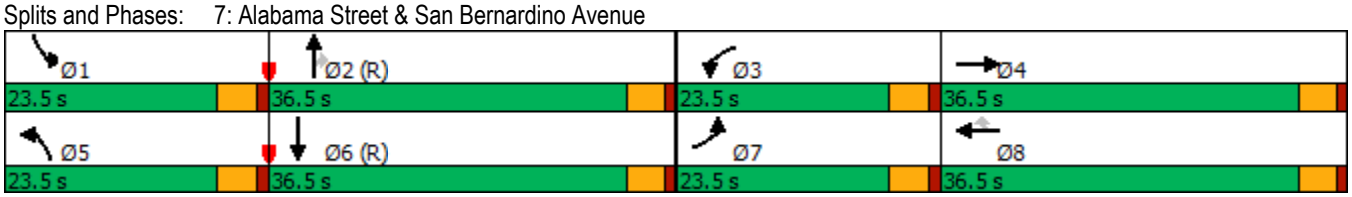
Splits and Phases: 6: Alabama Street & Palmetto Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	127	29	170	355	121	112	232	75	56	420	79
Future Volume (vph)	42	127	29	170	355	121	112	232	75	56	420	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	170		0	260		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.972				0.850			0.850		0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3509	0	1805	3610	1615	1805	3610	1615	1805	3523	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	3509	0	1805	3610	1615	1805	3610	1615	1805	3523	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				127			95		18	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5507			2072			2636			2693	
Travel Time (s)		125.2			47.1			59.9			61.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	44	134	31	179	374	127	118	244	79	59	442	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	165	0	179	374	127	118	244	79	59	525	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	23.5	36.5		23.5	36.5	36.5	23.5	36.5	36.5	23.5	36.5	
Total Split (%)	19.6%	30.4%		19.6%	30.4%	30.4%	19.6%	30.4%	30.4%	19.6%	30.4%	
Maximum Green (s)	19.0	32.0		19.0	32.0	32.0	19.0	32.0	32.0	19.0	32.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effct Green (s)	8.4	10.9		16.1	20.6	20.6	13.1	67.8	67.8	9.3	61.9	
Actuated g/C Ratio	0.07	0.09		0.13	0.17	0.17	0.11	0.56	0.56	0.08	0.52	
v/c Ratio	0.35	0.49		0.74	0.60	0.33	0.60	0.12	0.08	0.42	0.29	
Control Delay	60.1	48.8		67.8	50.3	9.5	63.0	14.6	2.7	48.6	26.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	60.1	48.8		67.8	50.3	9.5	63.0	14.6	2.7	48.6	26.7	
LOS	E	D		E	D	A	E	B	A	D	C	
Approach Delay		51.2			47.3			25.5			28.9	
Approach LOS		D			D			C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 37.1	Intersection LOS: D
Intersection Capacity Utilization 49.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Alabama Street & San Bernardino Avenue

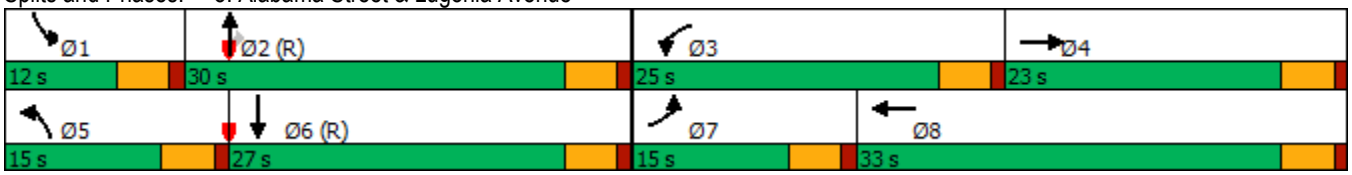


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	70	41	193	274	46	78	365	105	44	432	117
Future Volume (vph)	71	70	41	193	274	46	78	365	105	44	432	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	0		0	200		0	180		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	1.00	1.00	0.91	0.91
Frt		0.945			0.979				0.850		0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3411	0	1805	3534	0	1805	5187	1615	1805	5021	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	3411	0	1805	3534	0	1805	5187	1615	1805	5021	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43			22				182		72	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5332			3791			1051			2636	
Travel Time (s)		121.2			86.2			23.9			59.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	75	74	43	203	288	48	82	384	111	46	455	123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	117	0	203	336	0	82	384	111	46	578	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	15.0	23.0		25.0	33.0		15.0	30.0	30.0	12.0	27.0	
Total Split (%)	16.7%	25.6%		27.8%	36.7%		16.7%	33.3%	33.3%	13.3%	30.0%	
Maximum Green (s)	10.5	18.5		20.5	28.5		10.5	25.5	25.5	7.5	22.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	8.7	7.5		15.2	16.0		9.4	45.7	45.7	7.8	42.0	
Actuated g/C Ratio	0.10	0.08		0.17	0.18		0.10	0.51	0.51	0.09	0.47	
v/c Ratio	0.43	0.36		0.67	0.52		0.44	0.15	0.12	0.29	0.24	
Control Delay	45.5	28.2		45.3	34.4		44.3	14.5	0.8	42.8	15.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	45.5	28.2		45.3	34.4		44.3	14.5	0.8	42.8	15.0	
LOS	D	C		D	C		D	B	A	D	B	
Approach Delay		35.0			38.5			16.1			17.1	
Approach LOS		C			D			B			B	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 24.5	Intersection LOS: C
Intersection Capacity Utilization 45.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: Alabama Street & Lugonia Avenue

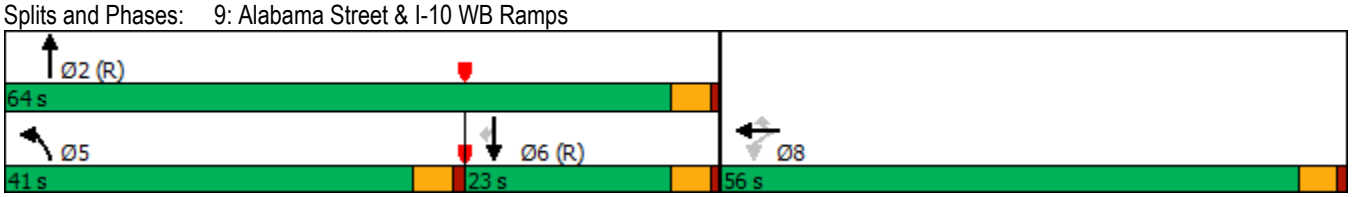


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	267	316	323	404	603	0	0	319	220
Future Volume (vph)	0	0	0	267	316	323	404	603	0	0	319	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected					0.978		0.950					
Satd. Flow (prot)	0	0	0	0	1858	1615	1805	3610	0	0	3610	1615
Flt Permitted					0.978		0.950					
Satd. Flow (perm)	0	0	0	0	1858	1615	1805	3610	0	0	3610	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						204						232
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		918			1093			591			1051	
Travel Time (s)		20.9			24.8			13.4			23.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	281	333	340	425	635	0	0	336	232
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	614	340	425	635	0	0	336	232
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				56.0	56.0	56.0	41.0	64.0			23.0	23.0
Total Split (%)				46.7%	46.7%	46.7%	34.2%	53.3%			19.2%	19.2%
Maximum Green (s)				51.5	51.5	51.5	36.5	59.5			18.5	18.5
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					46.1	46.1	32.2	64.9			28.2	28.2
Actuated g/C Ratio					0.38	0.38	0.27	0.54			0.24	0.24
v/c Ratio					0.86	0.46	0.88	0.33			0.40	0.42
Control Delay					46.6	11.6	73.9	16.0			43.2	8.3
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay					46.6	11.6	73.9	16.0			43.2	8.3
LOS					D	B	E	B			D	A
Approach Delay					34.1			39.2			28.9	
Approach LOS					C			D			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 35.1	Intersection LOS: D
Intersection Capacity Utilization 78.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: Alabama Street & I-10 WB Ramps

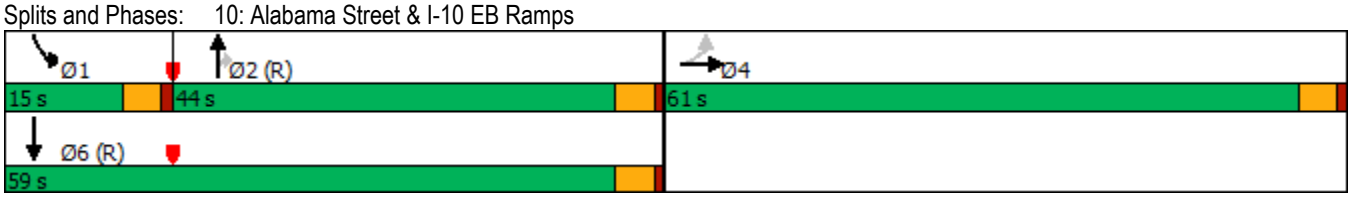


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	376	6	523	0	0	0	0	632	98	54	536	0
Future Volume (vph)	376	6	523	0	0	0	0	632	98	54	536	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.913							0.850			
Flt Protected		0.980								0.950		
Satd. Flow (prot)	0	3230	0	0	0	0	0	3610	1615	1805	3610	0
Flt Permitted		0.980								0.950		
Satd. Flow (perm)	0	3230	0	0	0	0	0	3610	1615	1805	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		215							103			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		898			623			1369			591	
Travel Time (s)		20.4			14.2			31.1			13.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	396	6	551	0	0	0	0	665	103	57	564	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	953	0	0	0	0	0	665	103	57	564	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	61.0	61.0						44.0	44.0	15.0	59.0	
Total Split (%)	50.8%	50.8%						36.7%	36.7%	12.5%	49.2%	
Maximum Green (s)	56.5	56.5						39.5	39.5	10.5	54.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		39.1						60.3	60.3	9.1	71.9	
Actuated g/C Ratio		0.33						0.50	0.50	0.08	0.60	
v/c Ratio		0.80						0.37	0.12	0.42	0.26	
Control Delay		32.9						21.4	4.8	66.7	14.6	
Queue Delay		0.0						0.0	0.0	0.0	0.0	
Total Delay		32.9						21.4	4.8	66.7	14.6	
LOS		C						C	A	E	B	
Approach Delay		32.9						19.2			19.4	
Approach LOS		C						B			B	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 24.8	Intersection LOS: C
Intersection Capacity Utilization 78.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 10: Alabama Street & I-10 EB Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	278	444	790	987	0	0	0	0	177	0	197
Future Volume (vph)	0	278	444	790	987	0	0	0	0	177	0	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		220	0		0	0		0	0		0
Storage Lanes	0		1	2		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3610	1615	3502	3610	0	0	0	0	1805	0	1615
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	3610	1615	3502	3610	0	0	0	0	1805	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			467									113
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2750			477			659			386	
Travel Time (s)		62.5			10.8			15.0			8.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	293	467	832	1039	0	0	0	0	186	0	207
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	293	467	832	1039	0	0	0	0	186	0	207
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA	Perm	Prot	NA					Prot		Perm
Protected Phases		4		3	8					1		
Permitted Phases			4									6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4	4	3	8					1		6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0		5.0
Minimum Split (s)		22.5	22.5	9.5	22.5					9.5		22.5
Total Split (s)		23.0	23.0	24.0	47.0					23.0		23.0
Total Split (%)		32.9%	32.9%	34.3%	67.1%					32.9%		32.9%
Maximum Green (s)		18.5	18.5	19.5	42.5					18.5		18.5
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5		3.5
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0		1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0		0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5					4.5		4.5
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0		3.0
Recall Mode		None	None	None	None					None		C-Max
Walk Time (s)		7.0	7.0		7.0							7.0
Flash Dont Walk (s)		11.0	11.0		11.0							11.0
Pedestrian Calls (#/hr)		0	0		0							0
Act Effct Green (s)		13.1	13.1	19.0	36.6					24.4		24.4
Actuated g/C Ratio		0.19	0.19	0.27	0.52					0.35		0.35
v/c Ratio		0.43	0.68	0.88	0.55					0.30		0.33
Control Delay		26.3	8.3	36.5	11.9					20.0		10.9
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		26.3	8.3	36.5	11.9					20.0		10.9
LOS		C	A	D	B					C		B
Approach Delay		15.2			22.8						15.2	
Approach LOS		B			C						B	

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 0 (0%), Referenced to phase 2: and 6:SBR, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 19.9	Intersection LOS: B
Intersection Capacity Utilization 71.1%	ICU Level of Service C
Analysis Period (min) 15	

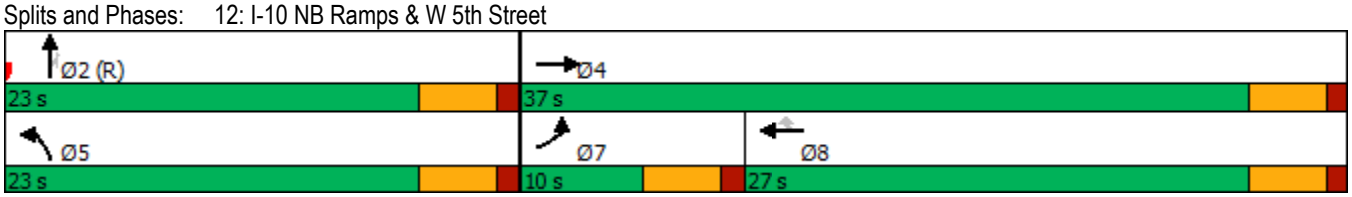
Splits and Phases: 11: 210 SB Ramps & W 5th Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	389	0	0	1375	0	399	2	291	0	0	0
Future Volume (vph)	66	389	0	0	1375	0	399	2	291	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		220	150		0	0		0
Storage Lanes	1		0	0		1	1		2	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.95	0.95	0.88	1.00	1.00	1.00
Frt									0.850			
Flt Protected	0.950						0.950	0.953				
Satd. Flow (prot)	1805	3610	0	0	5187	1900	1715	1720	2842	0	0	0
Flt Permitted	0.950						0.950	0.953				
Satd. Flow (perm)	1805	3610	0	0	5187	1900	1715	1720	2842	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)									306			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		477			2099			595			477	
Travel Time (s)		10.8			47.7			13.5			10.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	69	409	0	0	1447	0	420	2	306	0	0	0
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	69	409	0	0	1447	0	210	212	306	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Prot	NA			NA	Perm	Prot	NA	Perm			
Protected Phases	7	4			8		5	2				
Permitted Phases						8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4			8	8	5	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
Minimum Split (s)	9.5	22.5			22.5	22.5	9.5	22.5	22.5			
Total Split (s)	10.0	37.0			27.0	27.0	23.0	23.0	23.0			
Total Split (%)	16.7%	61.7%			45.0%	45.0%	38.3%	38.3%	38.3%			
Maximum Green (s)	5.5	32.5			22.5	22.5	18.5	18.5	18.5			
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.5	4.5			4.5	4.5	4.5	4.5	4.5			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	None			None	None	None	C-Max	C-Max			
Walk Time (s)		7.0			7.0	7.0		7.0	7.0			
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0			
Pedestrian Calls (#/hr)		0			0	0		0	0			
Act Effct Green (s)	5.5	28.8			22.8		22.2	22.2	22.2			
Actuated g/C Ratio	0.09	0.48			0.38		0.37	0.37	0.37			
v/c Ratio	0.42	0.24			0.73		0.33	0.33	0.25			
Control Delay	34.0	8.9			18.7		17.2	17.2	2.9			
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0			
Total Delay	34.0	8.9			18.7		17.2	17.2	2.9			
LOS	C	A			B		B	B	A			
Approach Delay		12.5			18.7			11.2				
Approach LOS		B			B			B				

Intersection Summary	
Area Type: Other	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 15.5	Intersection LOS: B
Intersection Capacity Utilization 71.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 12: I-10 NB Ramps & W 5th Street

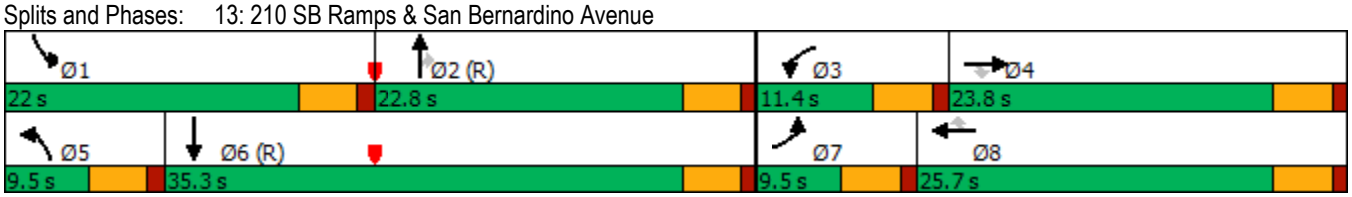


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	216	22	57	378	341	17	6	24	288	243	322
Future Volume (vph)	52	216	22	57	378	341	17	6	24	288	243	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	0		0	230		0	100		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.915	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3610	1615	1805	1900	1615	1805	1900	1615	1805	3303	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	3610	1615	1805	1900	1615	1805	1900	1615	1805	3303	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			205			359			205		339	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2072			709			529			237	
Travel Time (s)		47.1			16.1			12.0			5.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	55	227	23	60	398	359	18	6	25	303	256	339
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	227	23	60	398	359	18	6	25	303	595	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	9.5	23.8	23.8	11.4	25.7	25.7	9.5	22.8	22.8	22.0	35.3	
Total Split (%)	11.9%	29.8%	29.8%	14.3%	32.1%	32.1%	11.9%	28.5%	28.5%	27.5%	44.1%	
Maximum Green (s)	5.0	19.3	19.3	6.9	21.2	21.2	5.0	18.3	18.3	17.5	30.8	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	5.0	18.7	18.7	6.6	19.9	19.9	5.2	24.6	24.6	16.3	41.6	
Actuated g/C Ratio	0.06	0.23	0.23	0.08	0.25	0.25	0.06	0.31	0.31	0.20	0.52	
v/c Ratio	0.49	0.27	0.04	0.40	0.85	0.54	0.15	0.01	0.04	0.82	0.32	
Control Delay	52.0	25.8	0.1	42.9	54.9	17.2	38.7	24.0	0.1	49.9	6.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	52.0	25.8	0.1	42.9	54.9	17.2	38.7	24.0	0.1	49.9	6.5	
LOS	D	C	A	D	D	B	D	C	A	D	A	
Approach Delay		28.6			37.5			17.2			21.2	
Approach LOS		C			D			B			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 28.6	Intersection LOS: C
Intersection Capacity Utilization 57.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 13: 210 SB Ramps & San Bernardino Avenue



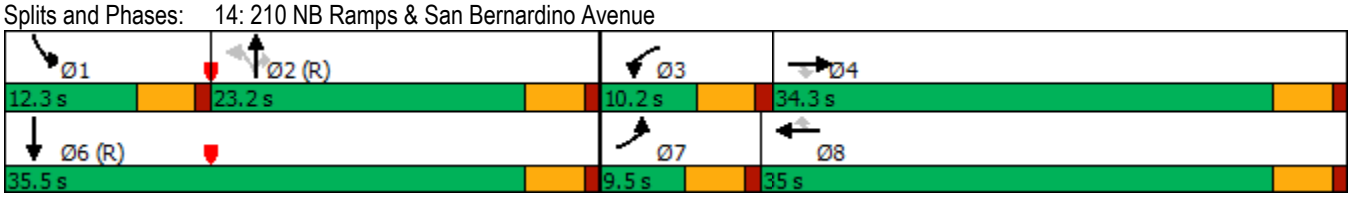
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	298	127	32	607	306	51	313	21	149	9	149
Future Volume (vph)	114	298	127	32	607	306	51	313	21	149	9	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	0		0	0		70	0		0
Storage Lanes	2		1	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.858	
Flt Protected	0.950			0.950				0.993		0.950		
Satd. Flow (prot)	3502	1900	1615	1805	1900	1615	0	3585	1615	1805	1630	0
Flt Permitted	0.950			0.950				0.885		0.950		
Satd. Flow (perm)	3502	1900	1615	1805	1900	1615	0	3195	1615	1805	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143			322			143		157	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		709			2232			344			268	
Travel Time (s)		16.1			50.7			7.8			6.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	120	314	134	34	639	322	54	329	22	157	9	157
Shared Lane Traffic (%)												
Lane Group Flow (vph)	120	314	134	34	639	322	0	383	22	157	166	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases			4			8	2		2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	
Total Split (s)	9.5	34.3	34.3	10.2	35.0	35.0	23.2	23.2	23.2	12.3	35.5	
Total Split (%)	11.9%	42.9%	42.9%	12.8%	43.8%	43.8%	29.0%	29.0%	29.0%	15.4%	44.4%	
Maximum Green (s)	5.0	29.8	29.8	5.7	30.5	30.5	18.7	18.7	18.7	7.8	31.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0		0	
Act Effct Green (s)	5.0	31.0	31.0	5.7	29.5	29.5		21.2	21.2	8.2	33.9	
Actuated g/C Ratio	0.06	0.39	0.39	0.07	0.37	0.37		0.26	0.26	0.10	0.42	
v/c Ratio	0.55	0.43	0.19	0.27	0.91	0.40		0.45	0.04	0.85	0.21	
Control Delay	45.6	24.1	9.3	40.8	43.3	3.8		27.8	0.1	76.0	4.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	45.6	24.1	9.3	40.8	43.3	3.8		27.8	0.1	76.0	4.2	
LOS	D	C	A	D	D	A		C	A	E	A	
Approach Delay		25.1			30.5			26.3			39.1	
Approach LOS		C			C			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 29.6 Intersection LOS: C
Intersection Capacity Utilization 70.9% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 14: 210 NB Ramps & San Bernardino Avenue



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	6	82	116	6	2	2
Future Volume (vph)	6	82	116	6	2	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994			0.850
Flt Protected		0.997			0.950	
Satd. Flow (prot)	0	1894	1889	0	1805	1615
Flt Permitted		0.997			0.950	
Satd. Flow (perm)	0	1894	1889	0	1805	1615
Link Speed (mph)		30	30		30	
Link Distance (ft)		1636	441		315	
Travel Time (s)		37.2	10.0		7.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	6	86	122	6	2	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	92	128	0	2	2
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 19.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	84	122	24	7	0
Future Volume (vph)	0	84	122	24	7	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.978			
Flt Protected					0.950	
Satd. Flow (prot)	0	1900	1858	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1900	1858	0	1805	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		441	580		365	
Travel Time (s)		10.0	13.2		8.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	88	128	25	7	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	88	153	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 17.9%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	91	146	12	4	0
Future Volume (vph)	0	91	146	12	4	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.989			
Flt Protected					0.950	
Satd. Flow (prot)	0	1900	1879	0	1805	1900
Flt Permitted					0.950	
Satd. Flow (perm)	0	1900	1879	0	1805	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		580	300		152	
Travel Time (s)		13.2	6.8		3.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	96	154	13	4	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	96	167	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 18.4%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	412	659	0
Future Volume (vph)	0	0	0	412	659	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1900	0	1900	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1900	0	1900	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	317			310	6690	
Travel Time (s)	7.2			7.0	152.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	434	694	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	434	694	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	7	0	480	827	0
Future Volume (vph)	0	7	0	480	827	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1644	0	1900	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1644	0	1900	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	368			290	460	
Travel Time (s)	8.4			6.6	10.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	7	0	505	871	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	7	0	505	871	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.5%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	0	0	0	0	0	0	5187	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	0	0	0	5187	0	0	0	0
Right Turn on Red	Yes		Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		282			5332			1245			367	
Travel Time (s)		6.4			121.2			28.3			8.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type												
Protected Phases								2				
Permitted Phases												
Minimum Split (s)								22.5				
Total Split (s)								22.5				
Total Split (%)								100.0%				
Maximum Green (s)								18.0				
Yellow Time (s)								3.5				
All-Red Time (s)								1.0				
Lost Time Adjust (s)								0.0				
Total Lost Time (s)								4.5				
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)								7.0				
Flash Dont Walk (s)								11.0				
Pedestrian Calls (#/hr)								0				
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS												
Approach Delay												
Approach LOS												

Intersection Summary	
Area Type:	Other
Cycle Length: 22.5	
Actuated Cycle Length: 22.5	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:, Start of Green	
Natural Cycle: 40	
Control Type: Pretimed	
Maximum v/c Ratio: 0.00	
Intersection Signal Delay: 0.0	Intersection LOS: A
Intersection Capacity Utilization 0.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 47: California Street & Lugonia Avenue

Lanes, Volumes, Timings
1: California Street & I-10 WB Ramps

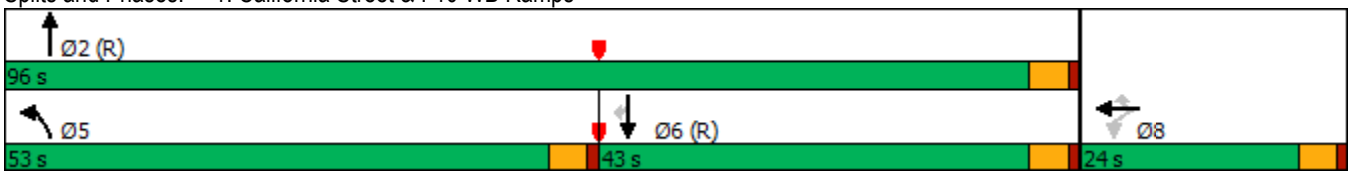
01/30/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	233	3	133	600	565	0	0	558	711
Future Volume (vph)	0	0	0	233	3	133	600	565	0	0	558	711
Ideal Flow (vphpl)	1900	1900	1900	1700	1800	1800	1700	1800	1900	1900	1800	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected					0.953		0.950					
Satd. Flow (prot)	0	0	0	0	1715	1530	1615	3420	0	0	4914	1615
Flt Permitted					0.953		0.950					
Satd. Flow (perm)	0	0	0	0	1715	1530	1615	3420	0	0	4914	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						140						407
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1502			1273			312			1245	
Travel Time (s)		34.1			28.9			7.1			28.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	95%	95%	95%	100%	100%	100%	100%	100%	95%	95%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	245	3	140	632	595	0	0	587	748
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	248	140	632	595	0	0	587	748
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.15	1.07	1.07	1.15	1.07	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	1	1	1			1	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	100	20	20	100			100	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				24.0	24.0	24.0	53.0	96.0			43.0	43.0
Total Split (%)				20.0%	20.0%	20.0%	44.2%	80.0%			35.8%	35.8%

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)				19.5	19.5	19.5	48.5	91.5			38.5	38.5
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					-0.5	-0.5	-0.5	-0.5			-0.5	-0.5
Total Lost Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					19.4	19.4	48.3	92.6			40.2	40.2
Actuated g/C Ratio					0.16	0.16	0.40	0.77			0.34	0.34
v/c Ratio					0.90	0.38	0.97	0.23			0.36	0.92
Control Delay					82.5	10.4	64.8	4.1			31.2	35.7
Queue Delay					0.0	0.0	44.2	0.9			0.0	0.0
Total Delay					82.5	10.4	109.0	5.0			31.2	35.7
LOS					F	B	F	A			C	D
Approach Delay					56.5			58.5			33.7	
Approach LOS					E			E			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 47.0	Intersection LOS: D
Intersection Capacity Utilization 143.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 1: California Street & I-10 WB Ramps



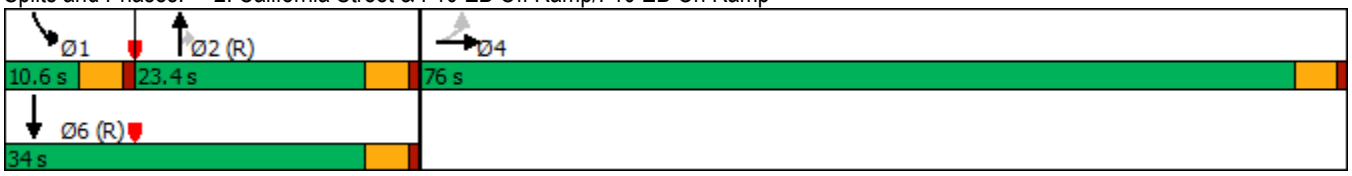
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	556	4	498	0	0	0	0	679	300	77	506	0
Future Volume (vph)	556	4	498	0	0	0	0	679	300	77	506	0
Ideal Flow (vphpl)	1700	1800	1800	1900	1900	1900	1900	1800	1800	1700	1800	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt		0.936							0.850			
Flt Protected		0.974								0.950		
Satd. Flow (prot)	0	1641	0	0	0	0	0	4914	1530	1615	3420	0
Flt Permitted		0.974								0.950		
Satd. Flow (perm)	0	1641	0	0	0	0	0	4914	1530	1615	3420	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		81							316			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1514			1294			812			312	
Travel Time (s)		34.4			29.4			12.3			4.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	585	4	524	0	0	0	0	715	316	81	533	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1113	0	0	0	0	0	715	316	81	533	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.00	1.00	1.00	1.00	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1	1	1	1	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	100						100	20	20	100	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2			
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	76.0	76.0						23.4	23.4	10.6	34.0	
Total Split (%)	69.1%	69.1%						21.3%	21.3%	9.6%	30.9%	
Maximum Green (s)	71.5	71.5						18.9	18.9	6.1	29.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		-0.5						-0.5	-0.5	-0.5	-0.5	
Total Lost Time (s)		4.0						4.0	4.0	4.0	4.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		72.0						19.4	19.4	6.6	30.0	
Actuated g/C Ratio		0.65						0.18	0.18	0.06	0.27	
v/c Ratio		1.01						0.83	0.60	0.84	0.57	
Control Delay		48.5						52.8	9.6	108.8	37.3	
Queue Delay		0.0						0.0	0.0	0.0	3.0	
Total Delay		48.5						52.8	9.6	108.8	40.3	
LOS		D						D	A	F	D	
Approach Delay		48.5						39.6			49.4	
Approach LOS		D						D			D	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 45.4 Intersection LOS: D
Intersection Capacity Utilization 147.9% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 2: California Street & I-10 EB Off Ramp/I-10 EB On Ramp

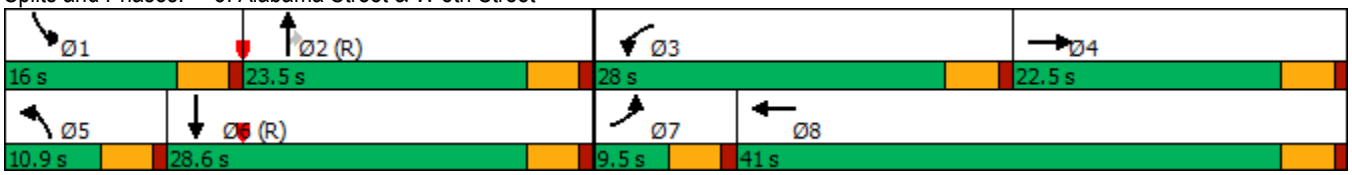


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	237	48	401	674	118	52	181	222	179	459	54
Future Volume (vph)	20	237	48	401	674	118	52	181	222	179	459	54
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.975			0.978				0.850		0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3334	0	1615	3345	0	1615	3420	1530	1615	3365	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3334	0	1615	3345	0	1615	3420	1530	1615	3365	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			27				236		14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1908			2750			621			1649	
Travel Time (s)		43.4			62.5			14.1			37.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	97%	97%	97%	97%	97%	97%	97%	97%	97%	97%	97%	97%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	20	242	49	409	688	120	53	185	227	183	469	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	291	0	409	808	0	53	185	227	183	524	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	100		20	100		20	100	20	20	100	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	9.5	22.5		28.0	41.0		10.9	23.5	23.5	16.0	28.6	
Total Split (%)	10.6%	25.0%		31.1%	45.6%		12.1%	26.1%	26.1%	17.8%	31.8%	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	5.0	18.0		23.5	36.5		6.4	19.0	19.0	11.5	24.1	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	-0.5	-0.5		-0.5	-0.5		-0.5	-0.5	0.0	-0.5	-0.5	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.5	4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	5.5	13.2		24.0	37.4		8.0	22.3	21.8	14.6	33.1	
Actuated g/C Ratio	0.06	0.15		0.27	0.42		0.09	0.25	0.24	0.16	0.37	
v/c Ratio	0.20	0.57		0.95	0.58		0.37	0.22	0.41	0.70	0.42	
Control Delay	45.3	36.8		67.5	21.8		45.9	29.0	6.4	51.7	24.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	45.3	36.8		67.5	21.8		45.9	29.0	6.4	51.7	24.1	
LOS	D	D		E	C		D	C	A	D	C	
Approach Delay		37.4			37.1			19.9			31.2	
Approach LOS		D			D			B			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 32.6	Intersection LOS: C
Intersection Capacity Utilization 64.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Alabama Street & W 5th Street

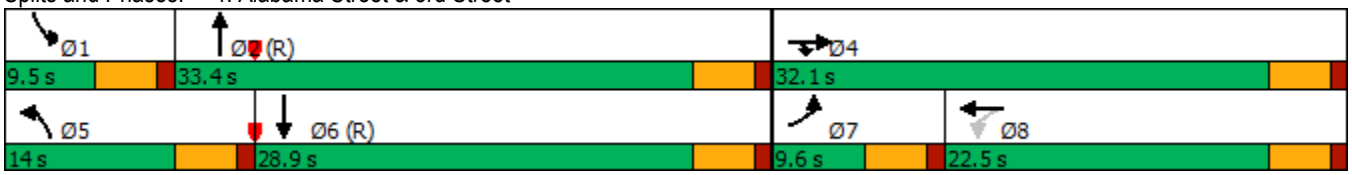


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	3	234	5	5	36	180	305	5	17	690	227
Future Volume (vph)	108	3	234	5	5	36	180	305	5	17	690	227
Ideal Flow (vphpl)	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.884			0.997			0.963	
Flt Protected	0.950				0.994		0.950			0.950		
Satd. Flow (prot)	2949	1800	1530	0	3005	0	1615	3410	0	1615	3293	0
Flt Permitted	0.950				0.922		0.950			0.950		
Satd. Flow (perm)	2949	1800	1530	0	2787	0	1615	3410	0	1615	3293	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			222		34			3			64	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1074			950			6690			621	
Travel Time (s)		24.4			21.6			152.0			14.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	102	3	222	5	5	34	171	289	5	16	654	215
Shared Lane Traffic (%)												
Lane Group Flow (vph)	102	3	222	0	44	0	171	294	0	16	869	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.24	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	100	20	20	100		20	100		20	100	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Prot	NA	Prot	Perm	NA		Prot	NA		Prot	NA	
Protected Phases	7	4	4		8		5	2		1	6	
Permitted Phases				8								
Detector Phase	7	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	9.6	32.1	32.1	22.5	22.5		14.0	33.4		9.5	28.9	
Total Split (%)	12.8%	42.8%	42.8%	30.0%	30.0%		18.7%	44.5%		12.7%	38.5%	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	5.1	27.6	27.6	18.0	18.0		9.5	28.9		5.0	24.4	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-0.5	-0.5	-0.5		-0.5		-0.5	-0.5		-0.5	-0.5	
Total Lost Time (s)	4.0	4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0	0	0			0			0	
Act Effct Green (s)	5.7	12.3	12.3		6.5		14.3	52.2		6.9	36.4	
Actuated g/C Ratio	0.08	0.16	0.16		0.09		0.19	0.70		0.09	0.49	
v/c Ratio	0.46	0.01	0.51		0.16		0.56	0.12		0.11	0.53	
Control Delay	40.3	22.7	8.3		16.2		33.9	5.6		32.4	15.7	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay	40.3	22.7	8.3		16.2		33.9	5.6		32.4	15.7	
LOS	D	C	A		B		C	A		C	B	
Approach Delay		18.4			16.2			16.0			16.0	
Approach LOS		B			B			B			B	

Intersection Summary	
Area Type: Other	
Cycle Length: 75	
Actuated Cycle Length: 75	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 16.5	Intersection LOS: B
Intersection Capacity Utilization 55.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 4: Alabama Street & 3rd Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	4	31	0	33	11	426	28	40	869	15
Future Volume (vph)	5	0	4	31	0	33	11	426	28	40	869	15
Ideal Flow (vphpl)	1700	1800	1800	1700	1900	1800	1900	1800	1800	1700	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.942				0.850			0.850		0.997	
Flt Protected		0.972		0.950				0.999		0.950		
Satd. Flow (prot)	0	1648	0	1615	0	1530	0	1798	1530	1615	1894	0
Flt Permitted		0.972		0.950				0.983		0.950		
Satd. Flow (perm)	0	1648	0	1615	0	1530	0	1769	1530	1615	1894	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		95				55			95		1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		416			1617			460			310	
Travel Time (s)		9.5			36.8			10.5			7.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	82%	82%	82%	82%	82%	82%	82%	82%	82%	82%	82%	82%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	4	0	3	27	0	28	9	368	24	35	750	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	0	27	0	28	0	377	24	35	763	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.00	1.07	1.00	1.07	1.07	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1		1	1	1	1	1	1	
Detector Template	Left	Thru		Left		Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20		20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0		0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0		0	0	0	0	0	0	
Detector 1 Size(ft)	20	100		20		20	20	100	20	20	100	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm	NA		Prot		Perm	Perm	NA	Perm	Prot	NA	
Protected Phases		4		3				2		1	6	
Permitted Phases	4					8	2		2			
Detector Phase	4	4		3		8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0		5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5		22.5	22.5	22.5	22.5	9.5	22.5	
Total Split (s)	22.5	22.5		22.5		45.0	65.5	65.5	65.5	9.5	75.0	
Total Split (%)	18.8%	18.8%		18.8%		37.5%	54.6%	54.6%	54.6%	7.9%	62.5%	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	18.0	18.0		18.0		40.5	61.0	61.0	61.0	5.0	70.5	
Yellow Time (s)	3.5	3.5		3.5		3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0		1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		-0.5		-0.5		-0.5		-0.5	-0.5	-0.5	-0.5	
Total Lost Time (s)		4.0		4.0		4.0		4.0	4.0	4.0	4.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None		None	C-Max	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0		7.0	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0		11.0		11.0	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0		0	0	0	0		0	
Act Effct Green (s)		6.0		8.0		9.9		99.4	99.4	8.6	107.7	
Actuated g/C Ratio		0.05		0.07		0.08		0.83	0.83	0.07	0.90	
v/c Ratio		0.04		0.25		0.16		0.26	0.02	0.30	0.45	
Control Delay		0.4		58.1		4.7		5.6	0.0	58.8	3.4	
Queue Delay		0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Total Delay		0.4		58.1		4.7		5.6	0.0	58.8	3.4	
LOS		A		E		A		A	A	E	A	
Approach Delay		0.4			30.9			5.2			5.8	
Approach LOS		A			C			A			A	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 6.7	Intersection LOS: A
Intersection Capacity Utilization 56.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: Alabama Street & Riverbluff Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	4	14	12	0	0	64	462	18	5	734	116
Future Volume (vph)	25	4	14	12	0	0	64	462	18	5	734	116
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1900	1700	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.957						0.994			0.979	
Flt Protected		0.972			0.950		0.950			0.950		
Satd. Flow (prot)	0	1674	0	0	1710	0	1615	1789	0	1615	1860	0
Flt Permitted		0.815			0.941		0.950			0.950		
Satd. Flow (perm)	0	1404	0	0	1694	0	1615	1789	0	1615	1860	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12						4			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			825			2693			290	
Travel Time (s)		6.8			18.8			61.2			6.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	84%	84%	84%	84%	84%	84%	84%	84%	84%	84%	84%	84%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	22	4	12	11	0	0	57	409	16	4	649	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	11	0	57	425	0	4	752	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	100		20	100		20	100		20	100	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	22.6	22.6		22.6	22.6		10.0	57.8		9.6	57.4	
Total Split (%)	25.1%	25.1%		25.1%	25.1%		11.1%	64.2%		10.7%	63.8%	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	18.1	18.1		18.1	18.1		5.5	53.3		5.1	52.9	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-0.5			-0.5		-0.5	-0.5		-0.5	-0.5	
Total Lost Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		7.8			7.7		9.2	77.7		6.3	67.9	
Actuated g/C Ratio		0.09			0.09		0.10	0.86		0.07	0.75	
v/c Ratio		0.29			0.08		0.35	0.28		0.04	0.53	
Control Delay		34.2			37.7		42.6	3.2		39.5	9.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		34.2			37.7		42.6	3.2		39.5	9.0	
LOS		C			D		D	A		D	A	
Approach Delay		34.2			37.7			7.9			9.2	
Approach LOS		C			D			A			A	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 9.7	Intersection LOS: A
Intersection Capacity Utilization 56.7%	ICU Level of Service B
Analysis Period (min) 15	

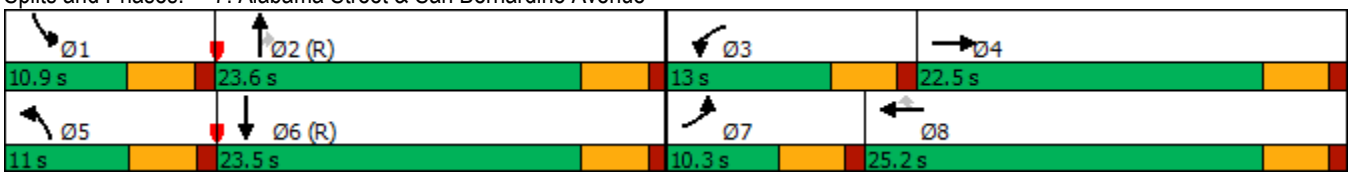
Splits and Phases: 6: Alabama Street & Palmetto Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	134	32	179	373	124	120	238	82	61	428	84
Future Volume (vph)	48	134	32	179	373	124	120	238	82	61	428	84
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	100		0	0		0	170		0	260		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.971				0.850			0.850		0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3321	0	1615	3420	1530	1615	3420	1530	1615	3334	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3321	0	1615	3420	1530	1615	3420	1530	1615	3334	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30				164			164		33	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5507			2072			2636			2693	
Travel Time (s)		125.2			47.1			59.9			61.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	45	127	30	170	353	117	114	225	78	58	405	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	157	0	170	353	117	114	225	78	58	485	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	100		20	100	20	20	100	20	20	100	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			
Detector Phase	7	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	10.3	22.5		13.0	25.2	25.2	11.0	23.6	23.6	10.9	23.5	
Total Split (%)	14.7%	32.1%		18.6%	36.0%	36.0%	15.7%	33.7%	33.7%	15.6%	33.6%	
Maximum Green (s)	5.8	18.0		8.5	20.7	20.7	6.5	19.1	19.1	6.4	19.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	-0.5	-0.5		-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effct Green (s)	6.2	10.6		9.0	17.4	17.4	10.2	30.4	30.4	8.2	26.4	
Actuated g/C Ratio	0.09	0.15		0.13	0.25	0.25	0.15	0.43	0.43	0.12	0.38	
v/c Ratio	0.31	0.30		0.82	0.41	0.23	0.49	0.15	0.10	0.31	0.38	
Control Delay	36.0	21.5		62.5	24.1	2.9	34.5	15.5	0.3	32.0	18.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	36.0	21.5		62.5	24.1	2.9	34.5	15.5	0.3	32.0	18.0	
LOS	D	C		E	C	A	C	B	A	C	B	
Approach Delay		24.8			30.4			17.8			19.5	
Approach LOS		C			C			B			B	

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 23.6	Intersection LOS: C
Intersection Capacity Utilization 48.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Alabama Street & San Bernardino Avenue



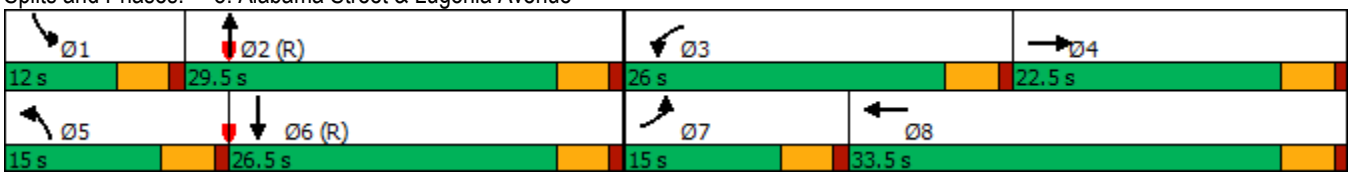
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	74	44	205	289	52	82	384	112	50	455	122
Future Volume (vph)	74	74	44	205	289	52	82	384	112	50	455	122
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	220		0	0		0	200		0	180		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Frt		0.944			0.977			0.966			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3228	0	1615	3341	0	1615	3304	0	1615	4757	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3228	0	1615	3341	0	1615	3304	0	1615	4757	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42			24			42			72	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5332			3791			1051			2636	
Travel Time (s)		121.2			86.2			23.9			59.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	70	70	42	194	274	49	78	364	106	47	431	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	70	112	0	194	323	0	78	470	0	47	547	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	100		20	100		20	100		20	100	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	15.0	22.5		26.0	33.5		15.0	29.5		12.0	26.5	
Total Split (%)	16.7%	25.0%		28.9%	37.2%		16.7%	32.8%		13.3%	29.4%	
Maximum Green (s)	10.5	18.0		21.5	29.0		10.5	25.0		7.5	22.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-0.5	-0.5		-0.5	-0.5		-0.5	-0.5		-0.5	-0.5	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	9.2	8.0		16.4	15.1		10.2	47.3		8.6	43.6	
Actuated g/C Ratio	0.10	0.09		0.18	0.17		0.11	0.53		0.10	0.48	
v/c Ratio	0.42	0.35		0.66	0.55		0.43	0.27		0.31	0.23	
Control Delay	45.4	27.6		44.7	34.8		43.6	14.6		42.4	15.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	45.4	27.6		44.7	34.8		43.6	14.6		42.4	15.0	
LOS	D	C		D	C		D	B		D	B	
Approach Delay		34.4			38.5			18.7			17.2	
Approach LOS		C			D			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 25.3 Intersection LOS: C
Intersection Capacity Utilization 46.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 8: Alabama Street & Lugonia Avenue



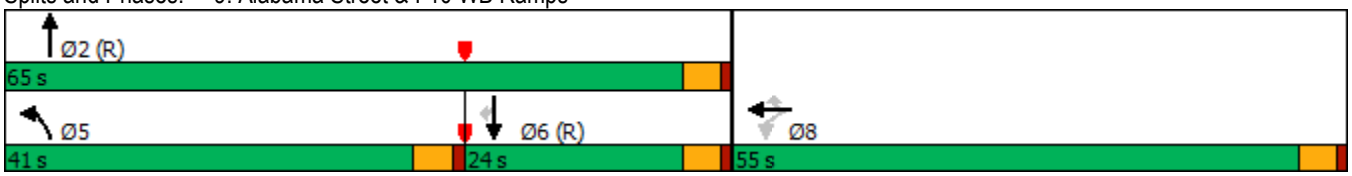
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	279	342	336	424	636	0	0	339	229
Future Volume (vph)	0	0	0	279	342	336	424	636	0	0	339	229
Ideal Flow (vphpl)	1900	1900	1900	1700	1800	1800	1700	1800	1900	1900	1800	1900
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected					0.978		0.950					
Satd. Flow (prot)	0	0	0	0	1760	1530	1615	3420	0	0	3420	1615
Flt Permitted					0.978		0.950					
Satd. Flow (perm)	0	0	0	0	1760	1530	1615	3420	0	0	3420	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						216						227
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		918			1093			591			1051	
Travel Time (s)		20.9			24.8			13.4			23.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	94%	94%	94%	94%	94%	94%	94%	94%	94%	94%	94%	94%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	276	338	332	420	629	0	0	335	227
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	614	332	420	629	0	0	335	227
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.15	1.07	1.07	1.15	1.07	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	1	1	1			1	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	100	20	20	100			100	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				55.0	55.0	55.0	41.0	65.0			24.0	24.0
Total Split (%)				45.8%	45.8%	45.8%	34.2%	54.2%			20.0%	20.0%
Maximum Green (s)				50.5	50.5	50.5	36.5	60.5			19.5	19.5
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					-0.5	-0.5	-0.5	-0.5			-0.5	-0.5
Total Lost Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					47.4	47.4	34.6	64.6			26.0	26.0
Actuated g/C Ratio					0.40	0.40	0.29	0.54			0.22	0.22
v/c Ratio					0.88	0.45	0.91	0.34			0.45	0.43
Control Delay					48.9	10.4	76.1	16.0			45.2	8.4
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay					48.9	10.4	76.1	16.0			45.2	8.4
LOS					D	B	E	B			D	A
Approach Delay					35.4			40.1			30.3	
Approach LOS					D			D			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 36.2 Intersection LOS: D
Intersection Capacity Utilization 81.2% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 9: Alabama Street & I-10 WB Ramps



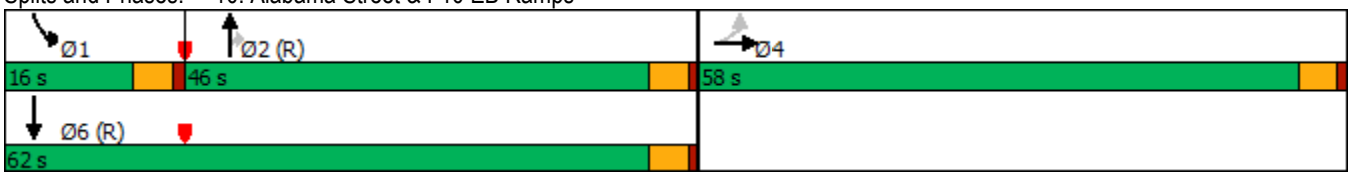
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	398	8	552	0	0	0	0	669	109	62	565	0
Future Volume (vph)	398	8	552	0	0	0	0	669	109	62	565	0
Ideal Flow (vphpl)	1700	1800	1800	1900	1900	1900	1900	1800	1800	1700	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.914							0.850			
Flt Protected		0.980								0.950		
Satd. Flow (prot)	0	3063	0	0	0	0	0	3420	1530	1615	3610	0
Flt Permitted		0.980								0.950		
Satd. Flow (perm)	0	3063	0	0	0	0	0	3420	1530	1615	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		262							102			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		898			623			1369			591	
Travel Time (s)		20.4			14.2			31.1			13.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	89%	89%	89%	89%	89%	89%	89%	89%	89%	89%	89%	89%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	373	7	517	0	0	0	0	627	102	58	529	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	897	0	0	0	0	0	627	102	58	529	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.00	1.00	1.00	1.00	1.07	1.07	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1	1	1	1	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	100						100	20	20	100	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2			
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	58.0	58.0						46.0	46.0	16.0	62.0	
Total Split (%)	48.3%	48.3%						38.3%	38.3%	13.3%	51.7%	
Maximum Green (s)	53.5	53.5						41.5	41.5	11.5	57.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		-0.5						-0.5	-0.5	-0.5	-0.5	
Total Lost Time (s)		4.0						4.0	4.0	4.0	4.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		36.8						63.1	63.1	10.2	75.2	
Actuated g/C Ratio		0.31						0.53	0.53	0.08	0.63	
v/c Ratio		0.80						0.35	0.12	0.43	0.23	
Control Delay		31.9						19.7	4.5	64.1	12.5	
Queue Delay		0.0						0.0	0.0	0.0	0.0	
Total Delay		31.9						19.7	4.5	64.1	12.5	
LOS		C						B	A	E	B	
Approach Delay		31.9						17.6			17.6	
Approach LOS		C						B			B	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 23.4 Intersection LOS: C
Intersection Capacity Utilization 81.2% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 10: Alabama Street & I-10 EB Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	304	470	825	1031	0	0	0	0	189	0	205
Future Volume (vph)	0	304	470	825	1031	0	0	0	0	189	0	205
Ideal Flow (vphpl)	1900	1800	1800	1600	1800	1900	1900	1900	1900	1800	1900	1800
Storage Length (ft)	0		220	0		0	0		0	0		0
Storage Lanes	0		1	2		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3420	1530	2949	3420	0	0	0	0	1710	0	1530
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	3420	1530	2949	3420	0	0	0	0	1710	0	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			438									161
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2750			477			659			386	
Travel Time (s)		62.5			10.8			15.0			8.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	304	470	825	1031	0	0	0	0	189	0	205
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	304	470	825	1031	0	0	0	0	189	0	205
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.07	1.07	1.24	1.07	1.00	1.00	1.00	1.00	1.07	1.00	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		100	20	20	100					20		20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0		0.0
Turn Type		NA	Perm	Prot	NA					Prot		Perm
Protected Phases		4		3	8					1		
Permitted Phases			4									6
Detector Phase		4	4	3	8					1		6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0		5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		22.5	22.5	9.5	22.5					9.5		22.5
Total Split (s)		38.0	38.0	51.0	89.0					31.0		31.0
Total Split (%)		31.7%	31.7%	42.5%	74.2%					25.8%		25.8%
Maximum Green (s)		33.5	33.5	46.5	84.5					26.5		26.5
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5		3.5
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0		1.0
Lost Time Adjust (s)		-0.5	-0.5	-0.5	-0.5					-0.5		-0.5
Total Lost Time (s)		4.0	4.0	4.0	4.0					4.0		4.0
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0		3.0
Recall Mode		None	None	None	None					None		C-Max
Walk Time (s)		7.0	7.0		7.0							7.0
Flash Dont Walk (s)		11.0	11.0		11.0							11.0
Pedestrian Calls (#/hr)		0	0		0							0
Act Effct Green (s)		20.0	20.0	40.1	64.0					48.0		48.0
Actuated g/C Ratio		0.17	0.17	0.33	0.53					0.40		0.40
v/c Ratio		0.53	0.76	0.84	0.56					0.28		0.29
Control Delay		48.3	14.0	38.6	23.2					29.1		9.4
Queue Delay		0.0	0.0	0.9	0.3					0.0		0.0
Total Delay		48.3	14.0	39.5	23.5					29.1		9.4
LOS		D	B	D	C					C		A
Approach Delay		27.5			30.6						18.9	
Approach LOS		C			C						B	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2: and 6:SBR, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 28.3 Intersection LOS: C
Intersection Capacity Utilization 76.2% ICU Level of Service D
Analysis Period (min) 15

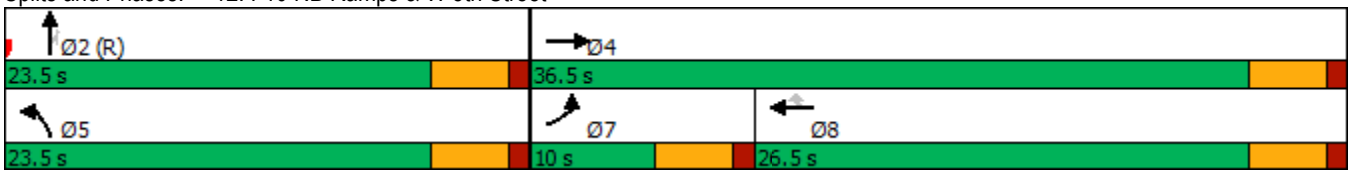
Splits and Phases: 11: 210 SB Ramps & W 5th Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	410	0	0	1437	379	416	3	303	0	0	0
Future Volume (vph)	75	410	0	0	1437	379	416	3	303	0	0	0
Ideal Flow (vphpl)	1700	1800	1900	1900	1800	1800	1600	1800	1900	1900	1900	1900
Storage Length (ft)	0		0	0		220	0		0	0		0
Storage Lanes	1		0	0		1	1		2	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.95	0.95	0.88	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.953				
Satd. Flow (prot)	1615	3420	0	0	4914	1530	1444	1630	2842	0	0	0
Flt Permitted	0.950						0.950	0.953				
Satd. Flow (perm)	1615	3420	0	0	4914	1530	1444	1630	2842	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						367			293			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		477			2099			595			477	
Travel Time (s)		10.8			47.7			13.5			10.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	92%	92%	92%	92%	92%	92%	92%	92%	92%	92%	92%	92%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	73	397	0	0	1392	367	403	3	293	0	0	0
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	73	397	0	0	1392	367	201	205	293	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.00	1.00	1.07	1.07	1.24	1.07	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1	1	1	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	100			100	20	20	100	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Turn Type	Prot	NA			NA	Perm	Prot	NA	Perm			
Protected Phases	7	4			8		5	2				
Permitted Phases						8			2			
Detector Phase	7	4			8	8	5	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5			22.5	22.5	9.5	22.5	22.5			
Total Split (s)	10.0	36.5			26.5	26.5	23.5	23.5	23.5			
Total Split (%)	16.7%	60.8%			44.2%	44.2%	39.2%	39.2%	39.2%			
Maximum Green (s)	5.5	32.0			22.0	22.0	19.0	19.0	19.0			
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	-0.5	-0.5			-0.5	-0.5	-0.5	-0.5	-0.5			
Total Lost Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	None			None	None	None	C-Max	C-Max			
Walk Time (s)		7.0			7.0	7.0		7.0	7.0			
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0			
Pedestrian Calls (#/hr)		0			0	0		0	0			
Act Effct Green (s)	6.0	30.0			24.0	24.0	22.0	22.0	22.0			
Actuated g/C Ratio	0.10	0.50			0.40	0.40	0.37	0.37	0.37			
v/c Ratio	0.45	0.23			0.71	0.44	0.38	0.34	0.24			
Control Delay	51.6	4.7			17.8	3.7	17.9	17.1	2.8			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	51.6	4.7			17.9	3.7	17.9	17.1	2.8			
LOS	D	A			B	A	B	B	A			
Approach Delay		12.0			14.9			11.4				
Approach LOS		B			B			B				

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 13.6	Intersection LOS: B
Intersection Capacity Utilization 76.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 12: I-10 NB Ramps & W 5th Street



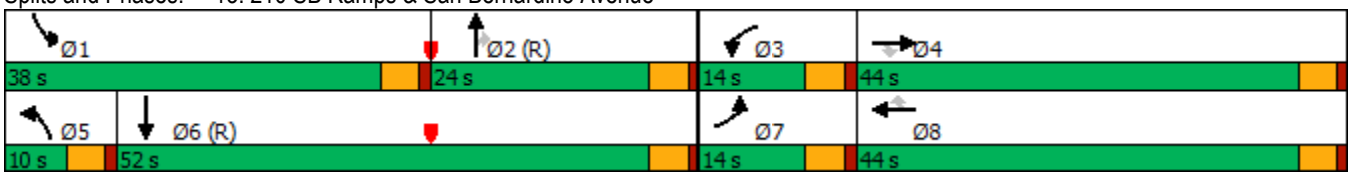
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	228	23	61	392	358	18	7	28	307	256	335
Future Volume (vph)	57	228	23	61	392	358	18	7	28	307	256	335
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	260		0	0		0	230		0	100		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.915	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3420	1530	1615	1800	1530	1615	1800	1530	1615	3129	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3420	1530	1615	1800	1530	1615	1800	1530	1615	3129	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136			354			136		331	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2072			709			529			237	
Travel Time (s)		47.1			16.1			12.0			5.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	94%	94%	94%	94%	94%	94%	94%	94%	94%	94%	94%	94%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	56	226	23	60	388	354	18	7	28	304	253	331
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	226	23	60	388	354	18	7	28	304	584	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	100	20	20	100	20	20	100	20	20	100	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	14.0	44.0	44.0	14.0	44.0	44.0	10.0	24.0	24.0	38.0	52.0	
Total Split (%)	11.7%	36.7%	36.7%	11.7%	36.7%	36.7%	8.3%	20.0%	20.0%	31.7%	43.3%	
Maximum Green (s)	9.5	39.5	39.5	9.5	39.5	39.5	5.5	19.5	19.5	33.5	47.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	8.9	32.6	32.6	9.0	32.6	32.6	6.8	36.8	36.8	27.6	64.1	
Actuated g/C Ratio	0.07	0.27	0.27	0.08	0.27	0.27	0.06	0.31	0.31	0.23	0.53	
v/c Ratio	0.47	0.24	0.04	0.50	0.79	0.53	0.20	0.01	0.05	0.82	0.32	
Control Delay	65.8	33.5	0.2	67.1	52.3	6.1	59.4	39.6	0.2	61.1	8.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	65.8	33.5	0.2	67.1	52.3	6.1	59.4	39.6	0.2	61.1	8.8	
LOS	E	C	A	E	D	A	E	D	A	E	A	
Approach Delay		37.0			33.0			25.5			26.7	
Approach LOS		D			C			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 30.7 Intersection LOS: C
Intersection Capacity Utilization 59.2% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 13: 210 SB Ramps & San Bernardino Avenue



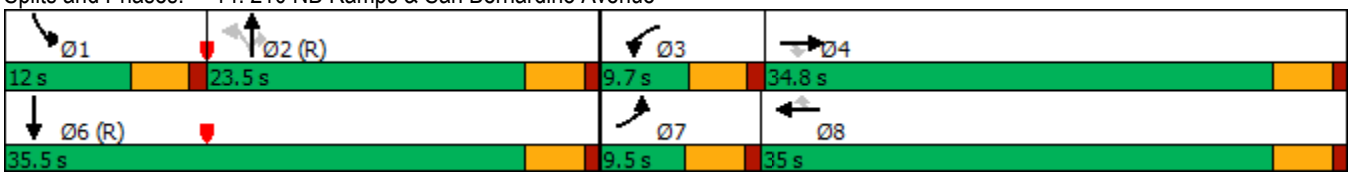
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	318	135	34	633	320	54	328	22	156	10	156
Future Volume (vph)	119	318	135	34	633	320	54	328	22	156	10	156
Ideal Flow (vphpl)	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	300		0	0		0	150		70	0		0
Storage Lanes	2		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.859	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	2949	1800	1530	1615	1800	1530	1615	3420	1530	1615	1546	0
Flt Permitted	0.950			0.950			0.651			0.950		
Satd. Flow (perm)	2949	1800	1530	1615	1800	1530	1107	3420	1530	1615	1546	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143			323			143		158	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		709			2232			344			268	
Travel Time (s)		16.1			50.7			7.8			6.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	96%	96%	96%	96%	96%	96%	96%	96%	96%	96%	96%	96%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	120	321	136	34	640	323	55	331	22	158	10	158
Shared Lane Traffic (%)												
Lane Group Flow (vph)	120	321	136	34	640	323	55	331	22	158	168	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.24	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	100	20	20	100	20	20	100	20	20	100	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases			4			8	2		2			
Detector Phase	7	4	4	3	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	
Total Split (s)	9.5	34.8	34.8	9.7	35.0	35.0	23.5	23.5	23.5	12.0	35.5	
Total Split (%)	11.9%	43.5%	43.5%	12.1%	43.8%	43.8%	29.4%	29.4%	29.4%	15.0%	44.4%	
Maximum Green (s)	5.0	30.3	30.3	5.2	30.5	30.5	19.0	19.0	19.0	7.5	31.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0		0	
Act Effct Green (s)	5.5	32.2	32.2	5.7	30.4	30.4	21.0	21.0	21.0	9.0	34.0	
Actuated g/C Ratio	0.07	0.40	0.40	0.07	0.38	0.38	0.26	0.26	0.26	0.11	0.42	
v/c Ratio	0.59	0.44	0.19	0.30	0.94	0.41	0.19	0.37	0.04	0.87	0.22	
Control Delay	49.2	20.1	3.6	42.3	47.4	3.9	26.3	26.2	0.1	79.4	4.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	49.2	20.1	3.6	42.3	47.4	3.9	26.3	26.2	0.1	79.4	4.2	
LOS	D	C	A	D	D	A	C	C	A	E	A	
Approach Delay		22.3			33.1			24.8			40.6	
Approach LOS		C			C			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 30.0 Intersection LOS: C
Intersection Capacity Utilization 69.7% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 14: 210 NB Ramps & San Bernardino Avenue



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	6	43	127	6	2	2
Future Volume (vph)	6	43	127	6	2	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994			0.850
Flt Protected		0.994			0.950	
Satd. Flow (prot)	0	1852	1852	0	1770	1583
Flt Permitted		0.994			0.950	
Satd. Flow (perm)	0	1852	1852	0	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		1636	441		315	
Travel Time (s)		37.2	10.0		7.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	6	45	134	6	2	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	51	140	0	2	2
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 17.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	45	133	24	7	0
Future Volume (vph)	0	45	133	24	7	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.980			
Flt Protected					0.950	
Satd. Flow (prot)	0	1863	1825	0	1770	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1863	1825	0	1770	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		441	580		365	
Travel Time (s)		10.0	13.2		8.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	47	140	25	7	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	47	165	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 18.5%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	52	157	12	4	0
Future Volume (vph)	0	52	157	12	4	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.990			
Flt Protected					0.950	
Satd. Flow (prot)	0	1863	1844	0	1770	1863
Flt Permitted					0.950	
Satd. Flow (perm)	0	1863	1844	0	1770	1863
Link Speed (mph)		30	30		30	
Link Distance (ft)		580	300		152	
Travel Time (s)		13.2	6.8		3.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	55	165	13	4	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	55	178	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 19.0%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	431	690	0
Future Volume (vph)	0	0	0	431	690	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1863	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	317			310	6690	
Travel Time (s)	7.2			7.0	152.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	454	726	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	454	726	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.6%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	7	0	474	861	0
Future Volume (vph)	0	7	0	474	861	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1611	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	368			290	460	
Travel Time (s)	8.4			6.6	10.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	7	0	499	906	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	7	0	499	906	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 55.3%	ICU Level of Service B
Analysis Period (min) 15	

Lanes, Volumes, Timings
1: California Street & I-10 WB Ramps

01/30/2019

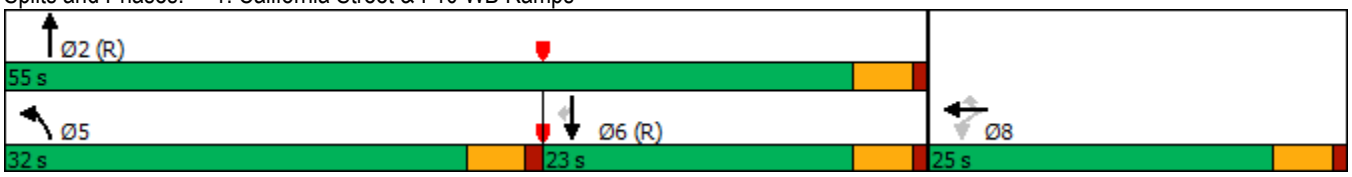
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	357	10	390	473	720	0	0	187	375
Future Volume (vph)	0	0	0	357	10	390	473	720	0	0	187	375
Ideal Flow (vphpl)	1900	1900	1900	1700	1800	1800	1700	1800	1900	1900	1800	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected					0.954		0.950					
Satd. Flow (prot)	0	0	0	0	1717	1530	1615	3420	0	0	4914	1615
Flt Permitted					0.954		0.950					
Satd. Flow (perm)	0	0	0	0	1717	1530	1615	3420	0	0	4914	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						227						395
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1502			1273			312			1245	
Travel Time (s)		34.1			28.9			7.1			28.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	376	11	411	498	758	0	0	197	395
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	387	411	498	758	0	0	197	395
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.15	1.07	1.07	1.15	1.07	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				25.0	25.0	25.0	32.0	55.0			23.0	23.0
Total Split (%)				31.3%	31.3%	31.3%	40.0%	68.8%			28.8%	28.8%
Maximum Green (s)				20.5	20.5	20.5	27.5	50.5			18.5	18.5
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					19.9	19.9	26.6	51.1			20.0	20.0
Actuated g/C Ratio					0.25	0.25	0.33	0.64			0.25	0.25
v/c Ratio					0.91	0.75	0.93	0.35			0.16	0.56
Control Delay					56.8	21.7	52.1	7.4			24.6	6.5
Queue Delay					0.0	0.0	43.3	0.7			0.0	0.0
Total Delay					56.8	21.7	95.4	8.1			24.6	6.5
LOS					E	C	F	A			C	A
Approach Delay					38.7			42.7			12.6	
Approach LOS					D			D			B	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 34.8 Intersection LOS: C
Intersection Capacity Utilization 103.0% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 1: California Street & I-10 WB Ramps



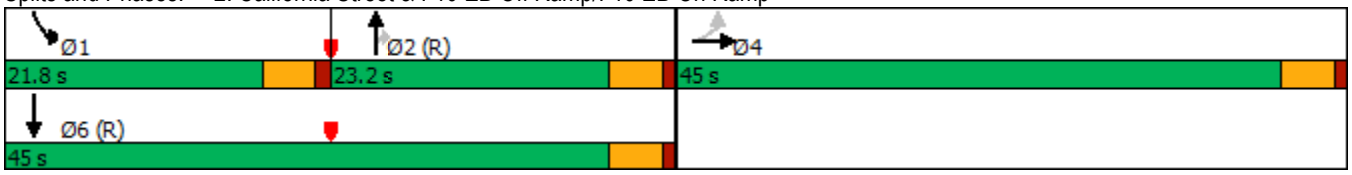
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	355	4	376	0	0	0	0	855	454	270	526	0
Future Volume (vph)	355	4	376	0	0	0	0	855	454	270	526	0
Ideal Flow (vphpl)	1700	1800	1800	1900	1900	1900	1900	1800	1800	1700	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt		0.931							0.850			
Flt Protected		0.976								0.950		
Satd. Flow (prot)	0	1636	0	0	0	0	0	4914	1530	1615	3610	0
Flt Permitted		0.976								0.950		
Satd. Flow (perm)	0	1636	0	0	0	0	0	4914	1530	1615	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		76							478			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1514			1294			812			312	
Travel Time (s)		34.4			29.4			18.5			7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	374	4	396	0	0	0	0	900	478	284	554	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	774	0	0	0	0	0	900	478	284	554	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.00	1.00	1.00	1.00	1.07	1.07	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2			
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	45.0	45.0						23.2	23.2	21.8	45.0	
Total Split (%)	50.0%	50.0%						25.8%	25.8%	24.2%	50.0%	
Maximum Green (s)	40.5	40.5						18.7	18.7	17.3	40.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	0.0	0.0						7.0	7.0		7.0	
Flash Dont Walk (s)	0.0	0.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		40.5						18.8	18.8	17.2	40.5	
Actuated g/C Ratio		0.45						0.21	0.21	0.19	0.45	
v/c Ratio		0.99						0.87	0.68	0.93	0.34	
Control Delay		55.1						45.5	8.9	72.9	16.8	
Queue Delay		0.0						0.0	0.0	0.0	0.9	
Total Delay		55.1						45.5	8.9	72.9	17.7	
LOS		E						D	A	E	B	
Approach Delay		55.1						32.8			36.4	
Approach LOS		E						C			D	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 39.6 Intersection LOS: D
Intersection Capacity Utilization 103.0% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 2: California Street & I-10 EB Off Ramp/I-10 EB On Ramp



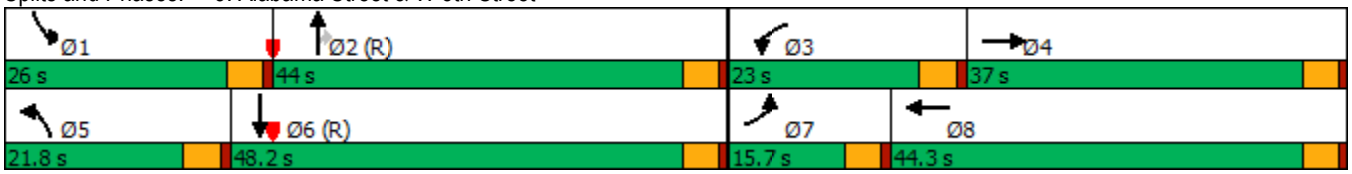
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	708	53	187	251	139	106	584	525	210	306	26
Future Volume (vph)	60	708	53	187	251	139	106	584	525	210	306	26
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.990			0.947				0.850		0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3386	0	1615	3239	0	1615	3420	1530	1615	3379	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3386	0	1615	3239	0	1615	3420	1530	1615	3379	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			83				300		7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1908			2750			621			1649	
Travel Time (s)		43.4			62.5			14.1			37.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	63	745	56	197	264	146	112	615	553	221	322	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	801	0	197	410	0	112	615	553	221	349	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	15.7	37.0		23.0	44.3		21.8	44.0	44.0	26.0	48.2	
Total Split (%)	12.1%	28.5%		17.7%	34.1%		16.8%	33.8%	33.8%	20.0%	37.1%	
Maximum Green (s)	11.2	32.5		18.5	39.8		17.3	39.5	39.5	21.5	43.7	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	9.5	32.3		17.9	42.7		13.8	41.5	41.5	20.3	48.1	
Actuated g/C Ratio	0.07	0.25		0.14	0.33		0.11	0.32	0.32	0.16	0.37	
v/c Ratio	0.53	0.95		0.89	0.37		0.66	0.56	0.80	0.88	0.28	
Control Delay	73.9	68.5		92.5	28.0		73.5	39.7	28.2	85.6	29.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	73.9	68.5		92.5	28.0		73.5	39.7	28.2	85.6	29.8	
LOS	E	E		F	C		E	D	C	F	C	
Approach Delay		68.9			48.9			37.7			51.4	
Approach LOS		E			D			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 50.2 Intersection LOS: D
Intersection Capacity Utilization 81.0% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3: Alabama Street & W 5th Street

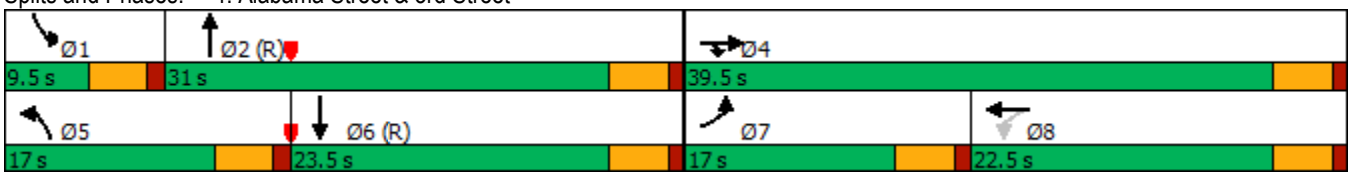


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	410	30	361	10	4	17	221	843	4	7	483	80
Future Volume (vph)	410	30	361	10	4	17	221	843	4	7	483	80
Ideal Flow (vphpl)	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.918			0.999			0.979	
Flt Protected	0.950				0.984		0.950			0.950		
Satd. Flow (prot)	2949	1800	1530	0	3089	0	1615	3417	0	1615	3348	0
Flt Permitted	0.950				0.865		0.950			0.950		
Satd. Flow (perm)	2949	1800	1530	0	2716	0	1615	3417	0	1615	3348	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			367		18			1			22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1074			950			6690			621	
Travel Time (s)		24.4			21.6			152.0			14.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	432	32	380	11	4	18	233	887	4	7	508	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	432	32	380	0	33	0	233	891	0	7	592	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.24	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Prot	Perm	NA		Prot	NA		Prot	NA	
Protected Phases	7	4	4		8		5	2		1	6	
Permitted Phases				8								
Detector Phase	7	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	17.0	39.5	39.5	22.5	22.5		17.0	31.0		9.5	23.5	
Total Split (%)	21.3%	49.4%	49.4%	28.1%	28.1%		21.3%	38.8%		11.9%	29.4%	
Maximum Green (s)	12.5	35.0	35.0	18.0	18.0		12.5	26.5		5.0	19.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0	0	0			0			0	
Act Effct Green (s)	12.5	19.1	19.1		6.1		18.4	49.6		6.0	29.0	
Actuated g/C Ratio	0.16	0.24	0.24		0.08		0.23	0.62		0.08	0.36	
v/c Ratio	0.94	0.07	0.59		0.15		0.63	0.42		0.06	0.48	
Control Delay	64.7	21.4	7.2		22.9		35.1	10.4		35.1	22.8	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay	64.7	21.4	7.2		22.9		35.1	10.4		35.1	22.8	
LOS	E	C	A		C		D	B		D	C	
Approach Delay		37.2			22.9			15.5			22.9	
Approach LOS		D			C			B			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 24.3	Intersection LOS: C
Intersection Capacity Utilization 62.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 4: Alabama Street & 3rd Street



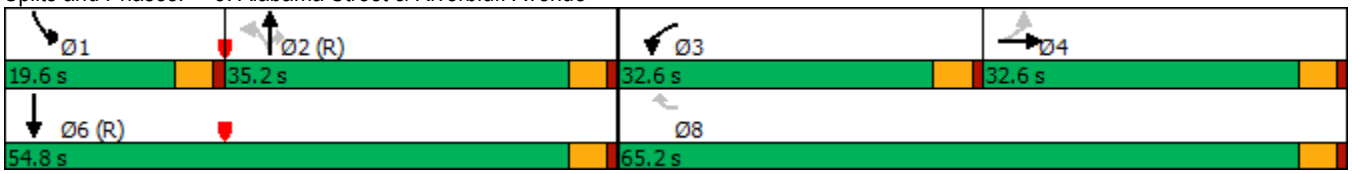
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	0	14	36	0	60	5	954	43	40	821	7
Future Volume (vph)	18	0	14	36	0	60	5	954	43	40	821	7
Ideal Flow (vphpl)	1700	1800	1800	1700	1900	1800	1900	1800	1800	1700	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.940				0.850			0.850		0.999	
Flt Protected		0.973		0.950						0.950		
Satd. Flow (prot)	0	1646	0	1615	0	1530	0	1800	1530	1615	1898	0
Flt Permitted		0.973		0.950				0.997		0.950		
Satd. Flow (perm)	0	1646	0	1615	0	1530	0	1795	1530	1615	1898	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		95				63			95			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		416			1617			460			310	
Travel Time (s)		9.5			36.8			10.5			7.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	19	0	15	38	0	63	5	1004	45	42	864	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	34	0	38	0	63	0	1009	45	42	871	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.00	1.07	1.00	1.07	1.07	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1		1	1	2	1	1	2	
Detector Template	Left	Thru		Left		Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20		20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0		0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0		0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20		20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA		Prot		Perm	Perm	NA	Perm	Prot	NA	
Protected Phases		4		3				2		1	6	
Permitted Phases	4					8	2		2			
Detector Phase	4	4		3		8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0		5.0	5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5		22.5	22.5	22.5	22.5	9.5	22.5	
Total Split (s)	32.6	32.6		32.6		65.2	35.2	35.2	35.2	19.6	54.8	
Total Split (%)	27.2%	27.2%		27.2%		54.3%	29.3%	29.3%	29.3%	16.3%	45.7%	
Maximum Green (s)	28.1	28.1		28.1		60.7	30.7	30.7	30.7	15.1	50.3	
Yellow Time (s)	3.5	3.5		3.5		3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0		1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5		4.5		4.5		4.5	4.5	4.5	4.5	
Lead/Lag	Lag	Lag		Lead			Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None		None	C-Max	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0		7.0	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0		11.0		11.0	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0		0	0	0	0		0	
Act Effct Green (s)		5.5		8.3		14.0		88.8	88.8	8.6	99.9	
Actuated g/C Ratio		0.05		0.07		0.12		0.74	0.74	0.07	0.83	
v/c Ratio		0.20		0.34		0.27		0.76	0.04	0.37	0.55	
Control Delay		2.8		60.7		13.4		15.8	0.9	61.2	6.5	
Queue Delay		0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Total Delay		2.8		60.7		13.4		15.8	0.9	61.2	6.5	
LOS		A		E		B		B	A	E	A	
Approach Delay		2.8			31.2			15.1			9.0	
Approach LOS		A			C			B			A	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 13.0 Intersection LOS: B
Intersection Capacity Utilization 73.3% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 5: Alabama Street & Riverbluff Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	176	3	40	12	6	9	28	818	7	6	807	65
Future Volume (vph)	176	3	40	12	6	9	28	818	7	6	807	65
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1900	1700	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.957			0.999			0.989	
Flt Protected		0.961			0.977		0.950			0.950		
Satd. Flow (prot)	0	1687	0	0	1683	0	1615	1798	0	1615	1879	0
Flt Permitted		0.749			0.874		0.950			0.950		
Satd. Flow (perm)	0	1314	0	0	1506	0	1615	1798	0	1615	1879	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			9						4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			825			2693			290	
Travel Time (s)		6.8			18.8			61.2			6.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	185	3	42	13	6	9	29	861	7	6	849	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	230	0	0	28	0	29	868	0	6	917	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	44.5	44.5		44.5	44.5		31.5	44.0		31.5	44.0	
Total Split (%)	37.1%	37.1%		37.1%	37.1%		26.3%	36.7%		26.3%	36.7%	
Maximum Green (s)	40.0	40.0		40.0	40.0		27.0	39.5		27.0	39.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		25.7			25.7		7.7	83.0		6.1	77.3	
Actuated g/C Ratio		0.21			0.21		0.06	0.69		0.05	0.64	
v/c Ratio		0.80			0.09		0.28	0.70		0.07	0.76	
Control Delay		61.6			25.9		59.5	17.8		67.8	20.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		61.6			25.9		59.5	17.8		67.8	20.2	
LOS		E			C		E	B		E	C	
Approach Delay		61.6			25.9			19.1			20.5	
Approach LOS		E			C			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 24.5 Intersection LOS: C
Intersection Capacity Utilization 73.6% ICU Level of Service D
Analysis Period (min) 15

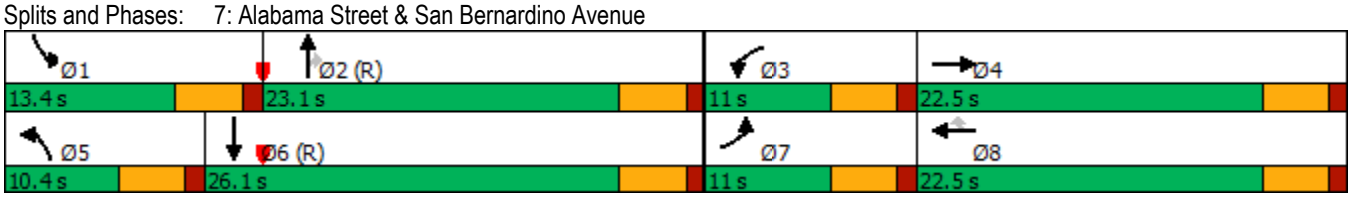
Splits and Phases: 6: Alabama Street & Palmetto Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	129	593	71	129	167	162	41	492	241	194	486	67
Future Volume (vph)	129	593	71	129	167	162	41	492	241	194	486	67
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	100		0	0		0	170		0	260		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.984				0.850			0.850		0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3365	0	1615	3420	1530	1615	3420	1530	1615	3358	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3365	0	1615	3420	1530	1615	3420	1530	1615	3358	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				171			254		22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5507			2072			2636			2693	
Travel Time (s)		125.2			47.1			59.9			61.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	136	624	75	136	176	171	43	518	254	204	512	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	699	0	136	176	171	43	518	254	204	583	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	11.0	22.5		11.0	22.5	22.5	10.4	23.1	23.1	13.4	26.1	
Total Split (%)	15.7%	32.1%		15.7%	32.1%	32.1%	14.9%	33.0%	33.0%	19.1%	37.3%	
Maximum Green (s)	6.5	18.0		6.5	18.0	18.0	5.9	18.6	18.6	8.9	21.6	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effct Green (s)	6.5	17.3		6.5	17.3	17.3	5.8	18.6	18.6	9.6	26.4	
Actuated g/C Ratio	0.09	0.25		0.09	0.25	0.25	0.08	0.27	0.27	0.14	0.38	
v/c Ratio	0.91	0.83		0.91	0.21	0.34	0.32	0.57	0.43	0.92	0.45	
Control Delay	90.1	34.0		90.1	21.3	5.9	37.0	25.2	5.7	79.0	18.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	90.1	34.0		90.1	21.3	5.9	37.0	25.2	5.7	79.0	18.6	
LOS	F	C		F	C	A	D	C	A	E	B	
Approach Delay		43.1			35.2			19.7			34.2	
Approach LOS		D			D			B			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 32.9	Intersection LOS: C
Intersection Capacity Utilization 69.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Alabama Street & San Bernardino Avenue

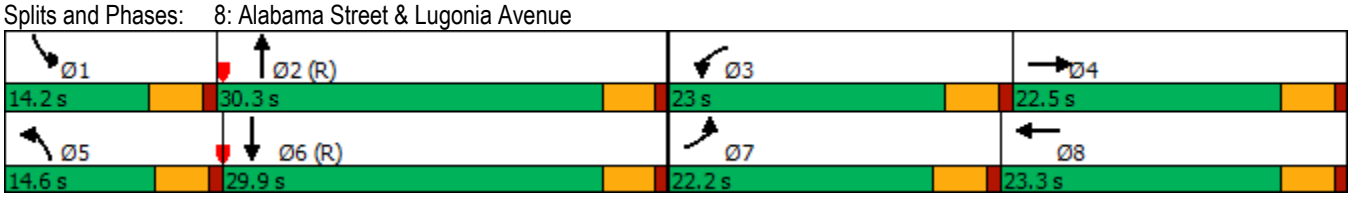


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	232	459	114	272	222	55	70	518	246	134	510	97
Future Volume (vph)	232	459	114	272	222	55	70	518	246	134	510	97
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	220		0	0		0	200		0	180		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Frt		0.970			0.970			0.952			0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3317	0	1615	3317	0	1615	3256	0	1615	4796	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3317	0	1615	3317	0	1615	3256	0	1615	4796	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			31			89			43	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5332			3791			1051			2636	
Travel Time (s)		121.2			86.2			23.9			59.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	244	483	120	286	234	58	74	545	259	141	537	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	244	603	0	286	292	0	74	804	0	141	639	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	22.2	22.5		23.0	23.3		14.6	30.3		14.2	29.9	
Total Split (%)	24.7%	25.0%		25.6%	25.9%		16.2%	33.7%		15.8%	33.2%	
Maximum Green (s)	17.7	18.0		18.5	18.8		10.1	25.8		9.7	25.4	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	16.4	17.7		17.9	19.1		8.6	26.8		9.6	29.8	
Actuated g/C Ratio	0.18	0.20		0.20	0.21		0.10	0.30		0.11	0.33	
v/c Ratio	0.83	0.89		0.89	0.40		0.48	0.78		0.82	0.39	
Control Delay	59.1	50.8		65.9	29.1		48.6	32.2		74.9	23.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	59.1	50.8		65.9	29.1		48.6	32.2		74.9	23.7	
LOS	E	D		E	C		D	C		E	C	
Approach Delay		53.2			47.4			33.6			33.0	
Approach LOS		D			D			C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 41.4	Intersection LOS: D
Intersection Capacity Utilization 80.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Alabama Street & Lugonia Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	184	329	169	369	818	0	0	766	479
Future Volume (vph)	0	0	0	184	329	169	369	818	0	0	766	479
Ideal Flow (vphpl)	1900	1900	1900	1700	1800	1800	1700	1800	1800	1900	1800	1900
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected					0.982		0.950					
Satd. Flow (prot)	0	0	0	0	1768	1530	1615	3420	0	0	3420	1615
Flt Permitted					0.982		0.950					
Satd. Flow (perm)	0	0	0	0	1768	1530	1615	3420	0	0	3420	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						154						236
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		918			1093			591			1051	
Travel Time (s)		20.9			24.8			13.4			23.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	194	346	178	388	861	0	0	806	504
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	540	178	388	861	0	0	806	504
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.15	1.07	1.07	1.15	1.07	1.07	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				46.0	46.0	46.0	36.0	74.0			38.0	38.0
Total Split (%)				38.3%	38.3%	38.3%	30.0%	61.7%			31.7%	31.7%
Maximum Green (s)				41.5	41.5	41.5	31.5	69.5			33.5	33.5
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					39.5	39.5	30.9	71.5			36.2	36.2
Actuated g/C Ratio					0.33	0.33	0.26	0.60			0.30	0.30
v/c Ratio					0.93	0.29	0.93	0.42			0.78	0.77
Control Delay					62.6	7.5	81.3	15.8			45.5	29.8
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay					62.6	7.5	81.3	15.8			45.5	29.8
LOS					E	A	F	B			D	C
Approach Delay					49.0			36.1			39.5	
Approach LOS					D			D			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 40.3	Intersection LOS: D
Intersection Capacity Utilization 92.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 9: Alabama Street & I-10 WB Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	363	67	508	0	0	0	0	815	263	237	721	0
Future Volume (vph)	363	67	508	0	0	0	0	815	263	237	721	0
Ideal Flow (vphpl)	1700	1800	1800	1900	1900	1900	1900	1800	1800	1700	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.919							0.850			
Flt Protected		0.981								0.950		
Satd. Flow (prot)	0	3083	0	0	0	0	0	3420	1530	1615	3610	0
Flt Permitted		0.981								0.950		
Satd. Flow (perm)	0	3083	0	0	0	0	0	3420	1530	1615	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		196							277			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		898			623			1369			591	
Travel Time (s)		20.4			14.2			31.1			13.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	382	71	535	0	0	0	0	858	277	249	759	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	988	0	0	0	0	0	858	277	249	759	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.00	1.00	1.00	1.00	1.07	1.07	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	46.0	46.0						44.0	44.0	30.0	74.0	
Total Split (%)	38.3%	38.3%						36.7%	36.7%	25.0%	61.7%	
Maximum Green (s)	41.5	41.5						39.5	39.5	25.5	69.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		38.4						45.8	45.8	22.3	72.6	
Actuated g/C Ratio		0.32						0.38	0.38	0.19	0.60	
v/c Ratio		0.88						0.66	0.37	0.83	0.35	
Control Delay		40.6						35.1	4.9	77.0	9.7	
Queue Delay		0.0						0.0	0.0	0.0	0.0	
Total Delay		40.6						35.1	4.9	77.0	9.7	
LOS		D						D	A	E	A	
Approach Delay		40.6						27.7			26.3	
Approach LOS		D						C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 31.3	Intersection LOS: C
Intersection Capacity Utilization 92.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 10: Alabama Street & I-10 EB Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1003	560	285	567	0	0	0	0	321	7	136
Future Volume (vph)	0	1003	560	285	567	0	0	0	0	321	7	136
Ideal Flow (vphpl)	1900	1800	1800	1600	1800	1900	1900	1900	1900	1700	1900	1900
Storage Length (ft)	0		220	0		0	0		0	0		0
Storage Lanes	0		1	2		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3420	1530	2949	3420	0	0	0	0	1615	0	1615
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	3420	1530	2949	3420	0	0	0	0	1615	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			467									143
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2750			477			659			386	
Travel Time (s)		62.5			10.8			15.0			8.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1056	589	300	597	0	0	0	0	338	7	143
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1056	589	300	597	0	0	0	0	338	7	143
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.07	1.07	1.24	1.07	1.00	1.00	1.00	1.00	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		6	20	20	6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases			4							6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4	4	3	8					6	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	9.5	22.5					22.5	22.5	22.5
Total Split (s)		44.5	44.5	31.5	76.0					44.0	44.0	44.0
Total Split (%)		37.1%	37.1%	26.3%	63.3%					36.7%	36.7%	36.7%
Maximum Green (s)		40.0	40.0	27.0	71.5					39.5	39.5	39.5
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0		0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5					4.5		4.5
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Recall Mode		None	None	None	None					C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0					7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0					0	0	0
Act Effct Green (s)		46.1	46.1	17.5	68.1					42.9	0.0	42.9
Actuated g/C Ratio		0.38	0.38	0.15	0.57					0.36	0.00	0.36
v/c Ratio		0.80	0.67	0.70	0.31					0.59	no cap	0.21
Control Delay		38.5	10.5	77.4	7.3					37.6		5.4
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		38.5	10.5	77.4	7.3					37.6	Error	5.4
LOS		D	B	E	A					D	F	A
Approach Delay		28.5			30.7						Err	
Approach LOS		C			C						F	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2: and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: Err	
Intersection Signal Delay: Err	Intersection LOS: F
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min) 15	

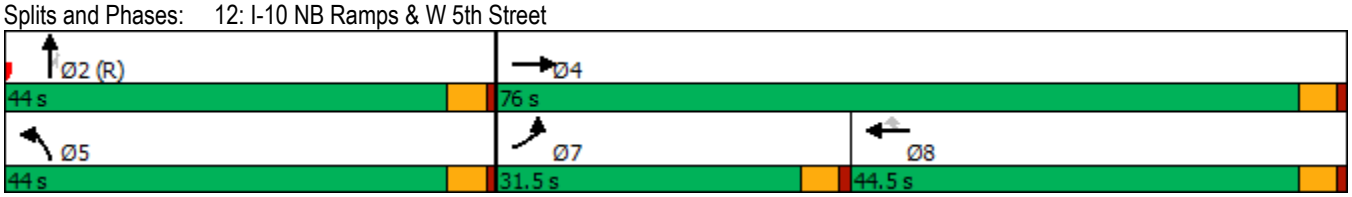
Splits and Phases: 11: 210 SB Ramps & W 5th Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	239	1068	0	0	624	259	227	0	498	0	0	0
Future Volume (vph)	239	1068	0	0	624	259	227	0	498	0	0	0
Ideal Flow (vphpl)	1700	1800	1900	1900	1800	1800	1600	1800	1900	1900	1900	1900
Storage Length (ft)	0		0	0		220	0		0	0		0
Storage Lanes	1		0	0		1	1		2	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.95	0.95	0.88	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.950				
Satd. Flow (prot)	1615	3420	0	0	4914	1530	1444	1624	2842	0	0	0
Flt Permitted	0.950						0.950	0.950				
Satd. Flow (perm)	1615	3420	0	0	4914	1530	1444	1624	2842	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						273			157			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		477			2099			595			477	
Travel Time (s)		10.8			47.7			13.5			10.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	252	1124	0	0	657	273	239	0	524	0	0	0
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	252	1124	0	0	657	273	119	120	524	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.00	1.00	1.07	1.07	1.24	1.07	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Prot	NA			NA	Perm	Prot	NA	Perm			
Protected Phases	7	4			8		5	2				
Permitted Phases						8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4			8	8	5	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
Minimum Split (s)	9.5	22.5			22.5	22.5	9.5	22.5	22.5			
Total Split (s)	31.5	76.0			44.5	44.5	44.0	44.0	44.0			
Total Split (%)	26.3%	63.3%			37.1%	37.1%	36.7%	36.7%	36.7%			
Maximum Green (s)	27.0	71.5			40.0	40.0	39.5	39.5	39.5			
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.5	4.5			4.5	4.5	4.5	4.5	4.5			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	None			None	None	None	C-Max	C-Max			
Walk Time (s)		7.0			7.0	7.0		7.0	7.0			
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0			
Pedestrian Calls (#/hr)		0			0	0		0	0			
Act Effct Green (s)	22.8	52.4			25.0	25.0	58.6	58.6	58.6			
Actuated g/C Ratio	0.19	0.44			0.21	0.21	0.49	0.49	0.49			
v/c Ratio	0.82	0.75			0.64	0.51	0.17	0.15	0.36			
Control Delay	80.2	35.1			45.9	7.8	20.5	20.1	15.0			
Queue Delay	0.0	0.1			0.0	0.0	0.0	0.0	0.0			
Total Delay	80.2	35.2			45.9	7.8	20.5	20.1	15.0			
LOS	F	D			D	A	C	C	B			
Approach Delay		43.4			34.7			16.7				
Approach LOS		D			C			B				

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 34.2	Intersection LOS: C
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 12: I-10 NB Ramps & W 5th Street

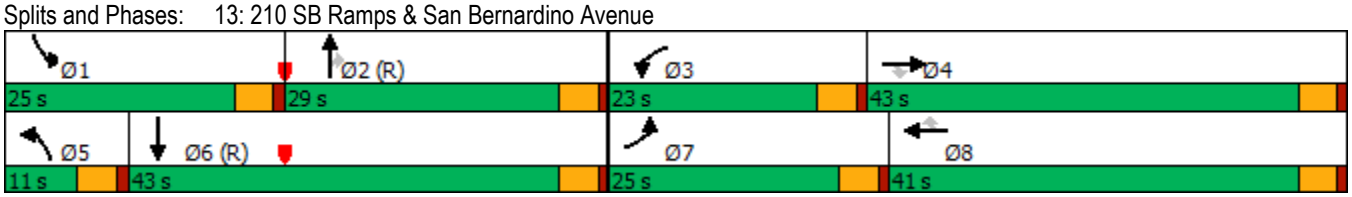


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	163	794	89	133	352	139	31	50	279	169	334	128
Future Volume (vph)	163	794	89	133	352	139	31	50	279	169	334	128
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	260		0	0		0	230		0	100		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.958	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3420	1530	1615	1800	1530	1615	1800	1530	1615	3276	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3420	1530	1615	1800	1530	1615	1800	1530	1615	3276	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136			146			294		49	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2072			709			529			237	
Travel Time (s)		47.1			16.1			12.0			5.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	172	836	94	140	371	146	33	53	294	178	352	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	172	836	94	140	371	146	33	53	294	178	487	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	25.0	43.0	43.0	23.0	41.0	41.0	11.0	29.0	29.0	25.0	43.0	
Total Split (%)	20.8%	35.8%	35.8%	19.2%	34.2%	34.2%	9.2%	24.2%	24.2%	20.8%	35.8%	
Maximum Green (s)	20.5	38.5	38.5	18.5	36.5	36.5	6.5	24.5	24.5	20.5	38.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	17.1	35.6	35.6	15.0	33.5	33.5	6.6	34.1	34.1	17.3	49.1	
Actuated g/C Ratio	0.14	0.30	0.30	0.12	0.28	0.28	0.06	0.28	0.28	0.14	0.41	
v/c Ratio	0.75	0.83	0.17	0.70	0.74	0.27	0.38	0.10	0.46	0.77	0.36	
Control Delay	68.9	46.8	2.2	69.8	51.4	10.4	67.0	37.6	7.1	70.2	25.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	68.9	46.8	2.2	69.8	51.4	10.4	67.0	37.6	7.1	70.2	25.2	
LOS	E	D	A	E	D	B	E	D	A	E	C	
Approach Delay		46.5			46.2			16.5			37.2	
Approach LOS		D			D			B			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 40.2	Intersection LOS: D
Intersection Capacity Utilization 64.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 13: 210 SB Ramps & San Bernardino Avenue

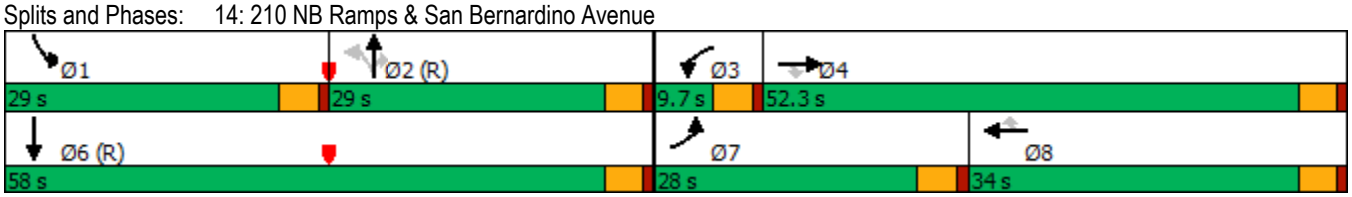


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	472	548	171	37	361	181	84	490	57	266	24	184
Future Volume (vph)	472	548	171	37	361	181	84	490	57	266	24	184
Ideal Flow (vphpl)	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	300		0	0		0	150		70	0		0
Storage Lanes	2		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.867	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	2949	1800	1530	1615	1800	1530	1615	3420	1530	1615	1561	0
Flt Permitted	0.950			0.950			0.621			0.950		
Satd. Flow (perm)	2949	1800	1530	1615	1800	1530	1056	3420	1530	1615	1561	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			171			191			136		194	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		709			2232			344			268	
Travel Time (s)		16.1			50.7			7.8			6.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	497	577	180	39	380	191	88	516	60	280	25	194
Shared Lane Traffic (%)												
Lane Group Flow (vph)	497	577	180	39	380	191	88	516	60	280	219	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.24	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases			4			8	2		2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	
Total Split (s)	28.0	52.3	52.3	9.7	34.0	34.0	29.0	29.0	29.0	29.0	58.0	
Total Split (%)	23.3%	43.6%	43.6%	8.1%	28.3%	28.3%	24.2%	24.2%	24.2%	24.2%	48.3%	
Maximum Green (s)	23.5	47.8	47.8	5.2	29.5	29.5	24.5	24.5	24.5	24.5	53.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0		0	
Act Effct Green (s)	22.8	47.6	47.6	5.2	28.1	28.1	27.9	27.9	27.9	23.3	55.7	
Actuated g/C Ratio	0.19	0.40	0.40	0.04	0.23	0.23	0.23	0.23	0.23	0.19	0.46	
v/c Ratio	0.89	0.81	0.25	0.57	0.90	0.38	0.36	0.65	0.13	0.89	0.26	
Control Delay	80.9	37.7	9.1	86.5	70.1	7.4	45.9	47.3	0.6	77.6	4.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	80.9	37.7	9.1	86.5	70.1	7.4	45.9	47.3	0.6	77.6	4.8	
LOS	F	D	A	F	E	A	D	D	A	E	A	
Approach Delay		50.7			51.5			42.9			45.6	
Approach LOS		D			D			D			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 48.3	Intersection LOS: D
Intersection Capacity Utilization 81.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 14: 210 NB Ramps & San Bernardino Avenue



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	168	72	3	7	7
Future Volume (vph)	3	168	72	3	7	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.995			0.850
Flt Protected		0.999			0.950	
Satd. Flow (prot)	0	1898	1890	0	1805	1615
Flt Permitted		0.999			0.950	
Satd. Flow (perm)	0	1898	1890	0	1805	1615
Link Speed (mph)		30	30		30	
Link Distance (ft)		1636	441		315	
Travel Time (s)		37.2	10.0		7.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	3	177	76	3	7	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	180	79	0	7	7
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 21.2%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	175	75	11	27	0
Future Volume (vph)	0	175	75	11	27	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.982			
Flt Protected					0.950	
Satd. Flow (prot)	0	1900	1866	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1900	1866	0	1805	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		441	580		365	
Travel Time (s)		10.0	13.2		8.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	184	79	12	28	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	184	91	0	28	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 19.2%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	202	86	6	14	0
Future Volume (vph)	0	202	86	6	14	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.992			
Flt Protected					0.950	
Satd. Flow (prot)	0	1900	1885	0	1805	1900
Flt Permitted					0.950	
Satd. Flow (perm)	0	1900	1885	0	1805	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		580	300		152	
Travel Time (s)		13.2	6.8		3.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	213	91	6	15	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	213	97	0	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 20.6%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	970	483	0
Future Volume (vph)	0	0	0	970	483	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1900	0	1900	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1900	0	1900	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	317			310	6690	
Travel Time (s)	7.2			7.0	152.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	1021	508	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1021	508	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.4%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	27	0	824	823	0
Future Volume (vph)	0	27	0	824	823	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1644	0	1900	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1644	0	1900	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	368			290	460	
Travel Time (s)	8.4			6.6	10.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	28	0	867	866	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	28	0	867	866	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 53.3%	ICU Level of Service A
Analysis Period (min) 15	

Lanes, Volumes, Timings
1: California Street & I-10 WB Ramps

01/30/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	233	3	133	600	565	0	0	558	711
Future Volume (vph)	0	0	0	233	3	133	600	565	0	0	558	711
Ideal Flow (vphpl)	1900	1900	1900	1700	1800	1800	1600	1800	1900	1900	1800	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected					0.953		0.950					
Satd. Flow (prot)	0	0	0	0	1715	1530	2949	3420	0	0	4914	1615
Flt Permitted					0.953		0.950					
Satd. Flow (perm)	0	0	0	0	1715	1530	2949	3420	0	0	4914	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						140						502
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1502			1273			312			1245	
Travel Time (s)		34.1			28.9			7.1			28.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	245	3	140	632	595	0	0	587	748
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	248	140	632	595	0	0	587	748
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.15	1.07	1.07	1.24	1.07	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	1	1	1			1	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	100	20	20	100			100	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				23.0	23.0	23.0	27.4	67.0			39.6	39.6
Total Split (%)				25.6%	25.6%	25.6%	30.4%	74.4%			44.0%	44.0%
Maximum Green (s)				18.5	18.5	18.5	22.9	62.5			35.1	35.1
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					-0.5	-0.5	-0.5	-0.5			-0.5	-0.5
Total Lost Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					17.0	17.0	22.5	65.0			38.5	38.5
Actuated g/C Ratio					0.19	0.19	0.25	0.72			0.43	0.43
v/c Ratio					0.77	0.35	0.86	0.24			0.28	0.76
Control Delay					50.5	8.1	45.2	4.7			17.9	13.6
Queue Delay					0.0	0.0	1.4	0.5			0.0	0.0
Total Delay					50.5	8.1	46.6	5.2			17.9	13.6
LOS					D	A	D	A			B	B
Approach Delay					35.2			26.5			15.5	
Approach LOS					D			C			B	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 22.7	Intersection LOS: C
Intersection Capacity Utilization 113.4%	ICU Level of Service H
Analysis Period (min) 15	

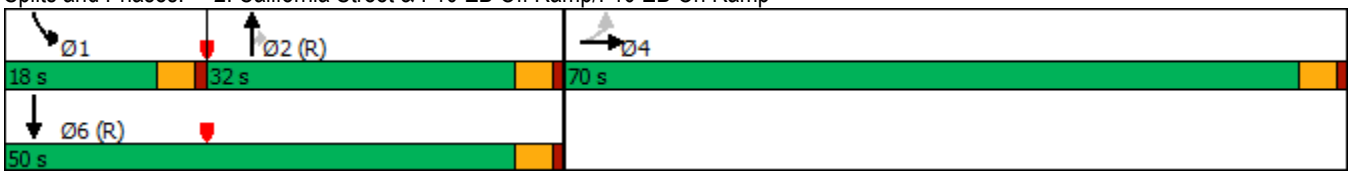
Splits and Phases: 1: California Street & I-10 WB Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	556	4	498	0	0	0	0	679	300	77	506	0
Future Volume (vph)	556	4	498	0	0	0	0	679	300	77	506	0
Ideal Flow (vphpl)	1700	1800	1900	1900	1900	1900	1900	1800	1800	1700	1800	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt		0.851							0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1615	1532	0	0	0	0	0	4914	1530	1615	3420	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1615	1532	0	0	0	0	0	4914	1530	1615	3420	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		176							316			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1514			1294			812			312	
Travel Time (s)		34.4			29.4			12.3			4.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	585	4	524	0	0	0	0	715	316	81	533	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	585	528	0	0	0	0	0	715	316	81	533	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.00	1.00	1.00	1.00	1.00	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1	1	1	1	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	100						100	20	20	100	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2			
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	70.0	70.0						32.0	32.0	18.0	50.0	
Total Split (%)	58.3%	58.3%						26.7%	26.7%	15.0%	41.7%	
Maximum Green (s)	65.5	65.5						27.5	27.5	13.5	45.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	-0.5	-0.5						-0.5	-0.5	-0.5	-0.5	
Total Lost Time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)	55.3	55.3						43.6	43.6	11.3	56.7	
Actuated g/C Ratio	0.46	0.46						0.36	0.36	0.09	0.47	
v/c Ratio	0.79	0.66						0.40	0.42	0.53	0.33	
Control Delay	34.8	19.2						32.5	5.9	64.0	22.1	
Queue Delay	0.0	0.0						0.0	0.0	0.0	1.0	
Total Delay	34.8	19.2						32.5	5.9	64.0	23.2	
LOS	C	B						C	A	E	C	
Approach Delay		27.4						24.3			28.5	
Approach LOS		C						C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 26.5	Intersection LOS: C
Intersection Capacity Utilization 117.4%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 2: California Street & I-10 EB Off Ramp/I-10 EB On Ramp

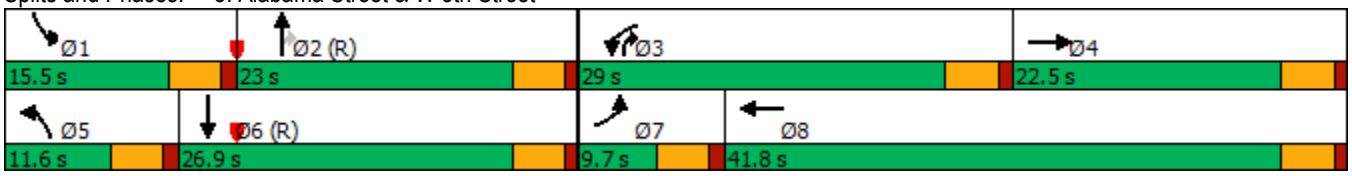


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	237	48	401	674	118	52	181	222	179	459	54
Future Volume (vph)	20	237	48	401	674	118	52	181	222	179	459	54
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.974			0.978				0.850		0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3331	0	1615	3345	0	1615	3420	1530	1615	3552	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3331	0	1615	3345	0	1615	3420	1530	1615	3552	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			27				205		13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1908			2750			621			1649	
Travel Time (s)		43.4			62.5			14.1			37.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	21	249	51	422	709	124	55	191	234	188	483	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	300	0	422	833	0	55	191	234	188	540	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	100		20	100		20	100	20	20	100	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	9.5	9.5	22.5	
Total Split (s)	9.7	22.5		29.0	41.8		11.6	23.0	29.0	15.5	26.9	
Total Split (%)	10.8%	25.0%		32.2%	46.4%		12.9%	25.6%	32.2%	17.2%	29.9%	
Maximum Green (s)	5.2	18.0		24.5	37.3		7.1	18.5	24.5	11.0	22.4	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	-0.5	-0.5		-0.5	-0.5		-0.5	-0.5	0.0	-0.5	-0.5	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.5	4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	5.7	13.4		24.8	38.3		8.3	21.1	49.4	14.7	29.5	
Actuated g/C Ratio	0.06	0.15		0.28	0.43		0.09	0.23	0.55	0.16	0.33	
v/c Ratio	0.21	0.58		0.95	0.58		0.37	0.24	0.25	0.71	0.46	
Control Delay	45.0	37.0		65.4	21.2		45.5	29.9	3.1	52.8	26.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	45.0	37.0		65.4	21.2		45.5	29.9	3.1	52.8	26.7	
LOS	D	D		E	C		D	C	A	D	C	
Approach Delay		37.5			36.1			18.6			33.4	
Approach LOS		D			D			B			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 32.6	Intersection LOS: C
Intersection Capacity Utilization 65.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Alabama Street & W 5th Street

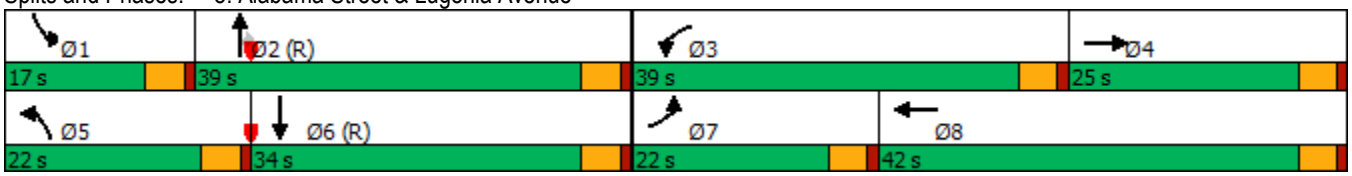


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	74	43	204	292	47	76	364	119	44	455	139
Future Volume (vph)	75	74	43	204	292	47	76	364	119	44	455	139
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1900	1900
Storage Length (ft)	220		0	0		0	200		0	180		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.91	0.91
Frt		0.945			0.979				0.850		0.965	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3232	0	1615	3348	0	1615	3420	1530	1615	5005	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3232	0	1615	3348	0	1615	3420	1530	1615	5005	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45			16				136		61	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5332			3791			1051			2636	
Travel Time (s)		121.2			86.2			23.9			59.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	79	78	45	215	307	49	80	383	125	46	479	146
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	123	0	215	356	0	80	383	125	46	625	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	100		20	100		20	100	20	20	100	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	22.0	25.0		39.0	42.0		22.0	39.0	39.0	17.0	34.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	18.3%	20.8%		32.5%	35.0%		18.3%	32.5%	32.5%	14.2%	28.3%	
Maximum Green (s)	17.5	20.5		34.5	37.5		17.5	34.5	34.5	12.5	29.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	-0.5	-0.5		-0.5	-0.5		-0.5	-0.5	0.0	-0.5	-0.5	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.5	4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	11.7	8.8		21.8	21.2		11.8	66.0	65.5	9.3	63.8	
Actuated g/C Ratio	0.10	0.07		0.18	0.18		0.10	0.55	0.55	0.08	0.53	
v/c Ratio	0.50	0.44		0.73	0.59		0.51	0.20	0.14	0.37	0.23	
Control Delay	61.6	38.1		60.5	47.6		73.7	14.9	3.9	59.9	16.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	61.6	38.1		60.5	47.6		73.7	14.9	3.9	59.9	16.0	
LOS	E	D		E	D		E	B	A	E	B	
Approach Delay		47.3			52.5			20.6			19.0	
Approach LOS		D			D			C			B	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 31.7	Intersection LOS: C
Intersection Capacity Utilization 46.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: Alabama Street & Lugonia Avenue



Lanes, Volumes, Timings
1: California Street & I-10 WB Ramps

01/30/2019

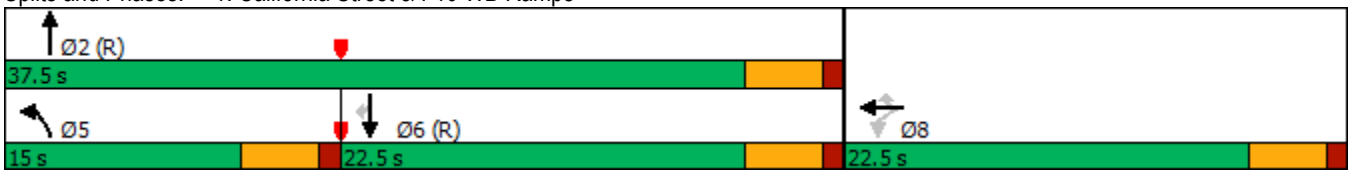
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	357	10	390	473	720	0	0	187	375
Future Volume (vph)	0	0	0	357	10	390	473	720	0	0	187	375
Ideal Flow (vphpl)	1900	1900	1900	1700	1800	1800	1600	1800	1900	1900	1800	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected					0.954		0.950					
Satd. Flow (prot)	0	0	0	0	1717	1530	2949	3420	0	0	4914	1615
Flt Permitted					0.954		0.950					
Satd. Flow (perm)	0	0	0	0	1717	1530	2949	3420	0	0	4914	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						179						395
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1502			1273			312			1245	
Travel Time (s)		34.1			28.9			7.1			28.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	376	11	411	498	758	0	0	197	395
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	387	411	498	758	0	0	197	395
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.15	1.07	1.07	1.24	1.07	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				22.5	22.5	22.5	15.0	37.5			22.5	22.5
Total Split (%)				37.5%	37.5%	37.5%	25.0%	62.5%			37.5%	37.5%
Maximum Green (s)				18.0	18.0	18.0	10.5	33.0			18.0	18.0
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					16.9	16.9	11.2	34.1			18.4	18.4
Actuated g/C Ratio					0.28	0.28	0.19	0.57			0.31	0.31
v/c Ratio					0.80	0.74	0.91	0.39			0.13	0.51
Control Delay					34.4	19.7	60.8	6.6			15.5	4.8
Queue Delay					0.7	0.0	0.0	0.1			0.0	0.0
Total Delay					35.1	19.7	60.8	6.7			15.5	4.8
LOS					D	B	E	A			B	A
Approach Delay					27.2			28.1			8.4	
Approach LOS					C			C			A	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 23.4 Intersection LOS: C
Intersection Capacity Utilization 82.4% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 1: California Street & I-10 WB Ramps



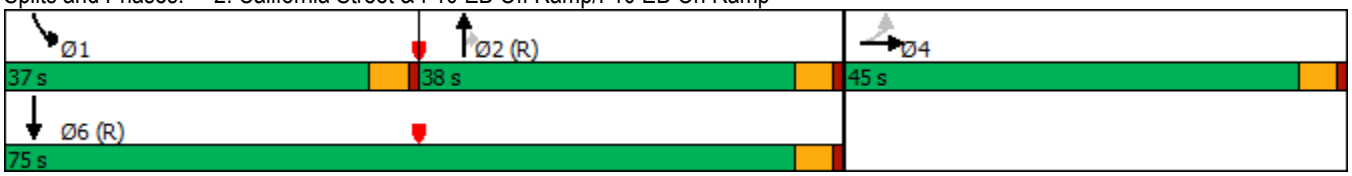
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	355	4	376	0	0	0	0	855	454	270	526	0
Future Volume (vph)	355	4	376	0	0	0	0	855	454	270	526	0
Ideal Flow (vphpl)	1700	1800	1800	1900	1900	1900	1900	1800	1800	1700	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt		0.851							0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1615	1532	0	0	0	0	0	4914	1530	1615	3610	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1615	1532	0	0	0	0	0	4914	1530	1615	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		321							478			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1514			1294			812			312	
Travel Time (s)		34.4			29.4			18.5			7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	374	4	396	0	0	0	0	900	478	284	554	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	374	400	0	0	0	0	0	900	478	284	554	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.00	1.00	1.00	1.00	1.07	1.07	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2			
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	45.0	45.0						38.0	38.0	37.0	75.0	
Total Split (%)	37.5%	37.5%						31.7%	31.7%	30.8%	62.5%	
Maximum Green (s)	40.5	40.5						33.5	33.5	32.5	70.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)	33.9	33.9						46.8	46.8	25.8	77.1	
Actuated g/C Ratio	0.28	0.28						0.39	0.39	0.22	0.64	
v/c Ratio	0.82	0.60						0.47	0.54	0.82	0.24	
Control Delay	54.6	11.3						30.6	5.5	59.4	11.4	
Queue Delay	0.0	0.0						0.0	0.0	3.0	0.6	
Total Delay	54.6	11.3						30.6	5.5	62.4	12.1	
LOS	D	B						C	A	E	B	
Approach Delay		32.2						21.9			29.2	
Approach LOS		C						C			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 26.6 Intersection LOS: C
Intersection Capacity Utilization 82.4% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 2: California Street & I-10 EB Off Ramp/I-10 EB On Ramp



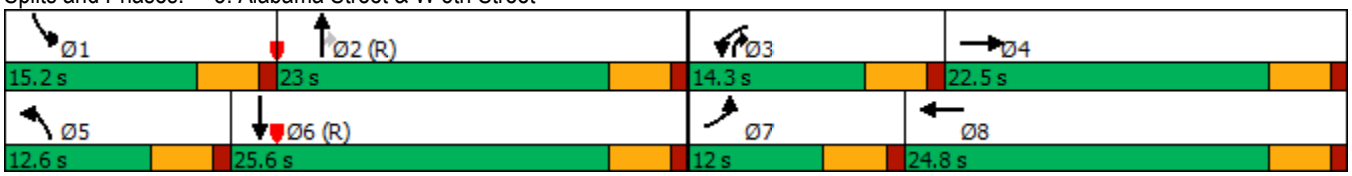
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	708	53	187	251	139	106	584	525	210	306	26
Future Volume (vph)	60	708	53	187	251	139	106	584	525	210	306	26
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.990			0.947				0.850		0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3386	0	1615	3239	0	1615	3420	1530	1615	3379	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3386	0	1615	3239	0	1615	3420	1530	1615	3379	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			137				87		11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1908			2750			621			1649	
Travel Time (s)		43.4			62.5			14.1			37.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	63	745	56	197	264	146	112	615	553	221	322	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	801	0	197	410	0	112	615	553	221	349	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	9.5	9.5	22.5	
Total Split (s)	12.0	22.5		14.3	24.8		12.6	23.0	14.3	15.2	25.6	
Total Split (%)	16.0%	30.0%		19.1%	33.1%		16.8%	30.7%	19.1%	20.3%	34.1%	
Maximum Green (s)	7.5	18.0		9.8	20.3		8.1	18.5	9.8	10.7	21.1	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	7.0	18.0		9.8	25.1		7.8	18.5	32.8	10.7	23.6	
Actuated g/C Ratio	0.09	0.24		0.13	0.33		0.10	0.25	0.44	0.14	0.31	
v/c Ratio	0.42	0.98		0.93	0.35		0.67	0.73	0.77	0.96	0.33	
Control Delay	40.8	56.3		83.0	14.5		53.3	31.8	23.9	85.9	21.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	40.8	56.3		83.0	14.5		53.3	31.8	23.9	85.9	21.1	
LOS	D	E		F	B		D	C	C	F	C	
Approach Delay		55.1			36.7			30.3			46.2	
Approach LOS		E			D			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 40.7 Intersection LOS: D
Intersection Capacity Utilization 81.0% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3: Alabama Street & W 5th Street

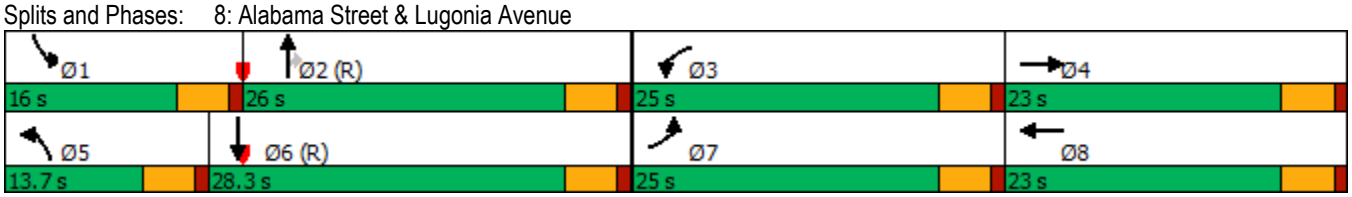


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	232	459	114	272	222	55	70	518	246	134	510	97
Future Volume (vph)	232	459	114	272	222	55	70	518	246	134	510	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	0		0	200		0	180		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.91	0.91
Frt		0.970			0.970				0.850		0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3502	0	1805	3502	0	1805	3610	1615	1805	5063	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	3502	0	1805	3502	0	1805	3610	1615	1805	5063	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			30				259		42	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5332			3791			1051			2636	
Travel Time (s)		121.2			86.2			23.9			59.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	244	483	120	286	234	58	74	545	259	141	537	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	244	603	0	286	292	0	74	545	259	141	639	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	25.0	23.0		25.0	23.0		13.7	26.0	26.0	16.0	28.3	
Total Split (%)	27.8%	25.6%		27.8%	25.6%		15.2%	28.9%	28.9%	17.8%	31.4%	
Maximum Green (s)	20.5	18.5		20.5	18.5		9.2	21.5	21.5	11.5	23.8	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	16.7	18.2		18.0	19.5		8.1	25.3	25.3	10.5	29.7	
Actuated g/C Ratio	0.19	0.20		0.20	0.22		0.09	0.28	0.28	0.12	0.33	
v/c Ratio	0.73	0.82		0.79	0.37		0.46	0.54	0.41	0.67	0.38	
Control Delay	47.3	43.3		50.5	28.4		47.7	31.0	5.9	54.0	24.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	47.3	43.3		50.5	28.4		47.7	31.0	5.9	54.0	24.0	
LOS	D	D		D	C		D	C	A	D	C	
Approach Delay		44.4			39.3			25.0			29.5	
Approach LOS		D			D			C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 34.2	Intersection LOS: C
Intersection Capacity Utilization 68.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 8: Alabama Street & Lugonia Avenue



Lanes, Volumes, Timings
1: California Street & I-10 WB Ramps

01/30/2019

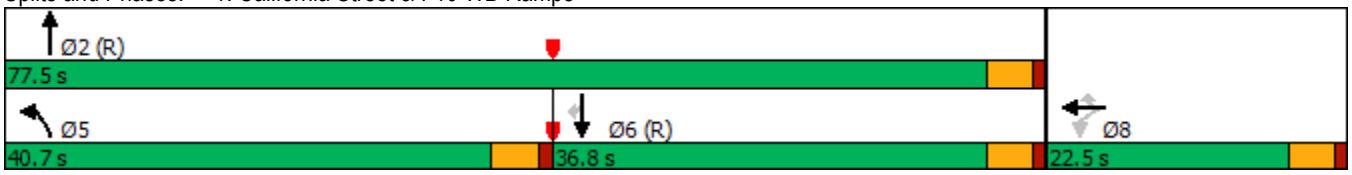
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	266	3	166	626	572	0	0	571	737
Future Volume (vph)	0	0	0	266	3	166	626	572	0	0	571	737
Ideal Flow (vphpl)	1900	1900	1900	1700	1800	1800	1700	1800	1900	1900	1800	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected					0.953		0.950					
Satd. Flow (prot)	0	0	0	0	1715	1530	1615	3420	0	0	4914	1615
Flt Permitted					0.953		0.950					
Satd. Flow (perm)	0	0	0	0	1715	1530	1615	3420	0	0	4914	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						175						420
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1502			1273			312			1245	
Travel Time (s)		34.1			28.9			7.1			28.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	280	3	175	659	602	0	0	601	776
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	283	175	659	602	0	0	601	776
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.15	1.07	1.07	1.15	1.07	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				22.5	22.5	22.5	40.7	77.5			36.8	36.8
Total Split (%)				22.5%	22.5%	22.5%	40.7%	77.5%			36.8%	36.8%
Maximum Green (s)				18.0	18.0	18.0	36.2	73.0			32.3	32.3
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					17.9	17.9	36.3	73.1			32.3	32.3
Actuated g/C Ratio					0.18	0.18	0.36	0.73			0.32	0.32
v/c Ratio					0.92	0.42	1.12	0.24			0.38	0.96
Control Delay					77.5	9.0	107.9	4.7			27.0	40.5
Queue Delay					0.0	0.0	2.3	0.7			0.0	0.0
Total Delay					77.5	9.0	110.2	5.4			27.0	40.5
LOS					E	A	F	A			C	D
Approach Delay					51.3			60.2			34.6	
Approach LOS					D			E			C	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.12
Intersection Signal Delay: 47.5 Intersection LOS: D
Intersection Capacity Utilization 152.4% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 1: California Street & I-10 WB Ramps



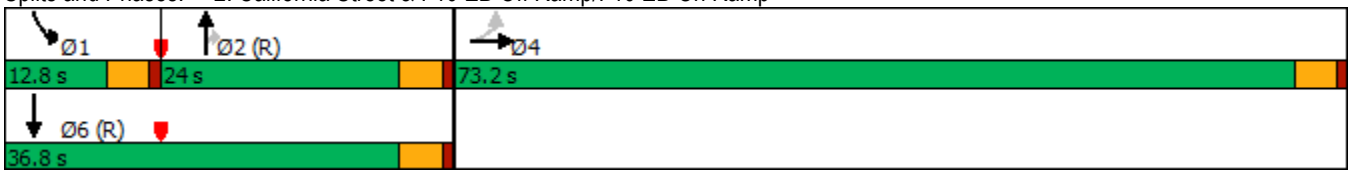
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	576	8	508	0	0	0	0	692	320	97	531	0
Future Volume (vph)	576	8	508	0	0	0	0	692	320	97	531	0
Ideal Flow (vphpl)	1700	1800	1800	1900	1900	1900	1900	1800	1800	1700	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt		0.937							0.850			
Flt Protected		0.974								0.950		
Satd. Flow (prot)	0	1643	0	0	0	0	0	4914	1530	1615	3610	0
Flt Permitted		0.974								0.950		
Satd. Flow (perm)	0	1643	0	0	0	0	0	4914	1530	1615	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		76							337			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1514			1294			812			312	
Travel Time (s)		34.4			29.4			18.5			7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	606	8	535	0	0	0	0	728	337	102	559	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1149	0	0	0	0	0	728	337	102	559	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.00	1.00	1.00	1.00	1.07	1.07	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2			
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	73.2	73.2						24.0	24.0	12.8	36.8	
Total Split (%)	66.5%	66.5%						21.8%	21.8%	11.6%	33.5%	
Maximum Green (s)	68.7	68.7						19.5	19.5	8.3	32.3	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		68.7						19.5	19.5	8.3	32.3	
Actuated g/C Ratio		0.62						0.18	0.18	0.08	0.29	
v/c Ratio		1.09						0.84	0.61	0.84	0.53	
Control Delay		76.7						53.4	9.7	99.2	34.7	
Queue Delay		0.0						0.0	0.0	0.0	3.3	
Total Delay		76.7						53.4	9.7	99.2	37.9	
LOS		E						D	A	F	D	
Approach Delay		76.7						39.6			47.4	
Approach LOS		E						D			D	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.09
Intersection Signal Delay: 56.2 Intersection LOS: E
Intersection Capacity Utilization 152.4% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 2: California Street & I-10 EB Off Ramp/I-10 EB On Ramp



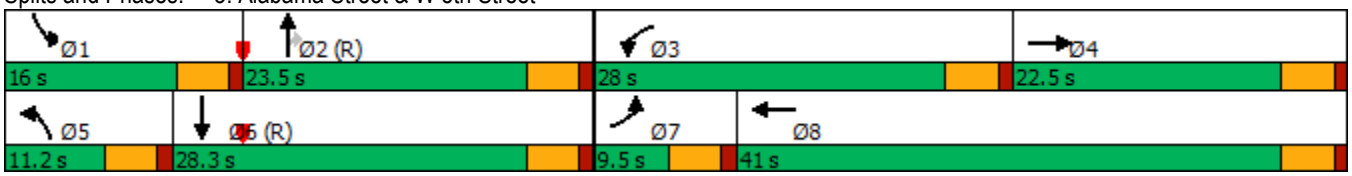
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	258	64	425	732	148	76	209	269	202	496	70
Future Volume (vph)	30	258	64	425	732	148	76	209	269	202	496	70
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.970			0.975				0.850		0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3317	0	1615	3334	0	1615	3420	1530	1615	3355	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3317	0	1615	3334	0	1615	3420	1530	1615	3355	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			32				283		17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1908			2750			621			1649	
Travel Time (s)		43.4			62.5			14.1			37.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	32	272	67	447	771	156	80	220	283	213	522	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	339	0	447	927	0	80	220	283	213	596	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	9.5	22.5		28.0	41.0		11.2	23.5	23.5	16.0	28.3	
Total Split (%)	10.6%	25.0%		31.1%	45.6%		12.4%	26.1%	26.1%	17.8%	31.4%	
Maximum Green (s)	5.0	18.0		23.5	36.5		6.7	19.0	19.0	11.5	23.8	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	5.0	14.1		23.5	36.4		7.9	19.2	19.2	15.2	28.7	
Actuated g/C Ratio	0.06	0.16		0.26	0.40		0.09	0.21	0.21	0.17	0.32	
v/c Ratio	0.36	0.62		1.06	0.68		0.56	0.30	0.52	0.78	0.55	
Control Delay	52.5	37.0		85.5	22.1		56.7	31.2	7.6	59.5	28.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	52.5	37.0		85.5	22.1		56.7	31.2	7.6	59.5	28.6	
LOS	D	D		F	C		E	C	A	E	C	
Approach Delay		38.3			42.7			23.2			36.7	
Approach LOS		D			D			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 37.0 Intersection LOS: D
Intersection Capacity Utilization 72.5% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Alabama Street & W 5th Street



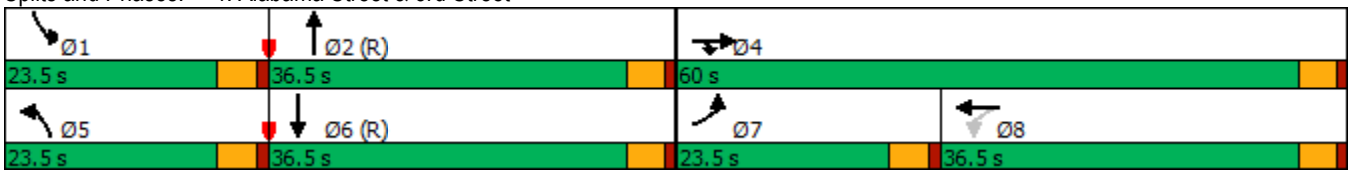
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	3	232	4	4	29	182	403	5	16	789	226
Future Volume (vph)	111	3	232	4	4	29	182	403	5	16	789	226
Ideal Flow (vphpl)	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.881			0.998			0.967	
Flt Protected	0.950				0.995		0.950			0.950		
Satd. Flow (prot)	2949	1800	1530	0	2998	0	1615	3413	0	1615	3307	0
Flt Permitted	0.950				0.926		0.950			0.950		
Satd. Flow (perm)	2949	1800	1530	0	2790	0	1615	3413	0	1615	3307	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			244		31			1			30	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1074			950			6690			621	
Travel Time (s)		24.4			21.6			152.0			14.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	117	3	244	4	4	31	192	424	5	17	831	238
Shared Lane Traffic (%)												
Lane Group Flow (vph)	117	3	244	0	39	0	192	429	0	17	1069	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.24	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Prot	Perm	NA		Prot	NA		Prot	NA	
Protected Phases	7	4	4		8		5	2		1	6	
Permitted Phases				8								
Detector Phase	7	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	23.5	60.0	60.0	36.5	36.5		23.5	36.5		23.5	36.5	
Total Split (%)	19.6%	50.0%	50.0%	30.4%	30.4%		19.6%	30.4%		19.6%	30.4%	
Maximum Green (s)	19.0	55.5	55.5	32.0	32.0		19.0	32.0		19.0	32.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0	0	0			0			0	
Act Effct Green (s)	10.1	16.8	16.8		6.2		19.8	89.1		6.9	69.9	
Actuated g/C Ratio	0.08	0.14	0.14		0.05		0.16	0.74		0.06	0.58	
v/c Ratio	0.47	0.01	0.58		0.23		0.72	0.17		0.18	0.55	
Control Delay	58.3	39.0	10.8		26.2		63.7	8.2		57.8	18.5	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay	58.3	39.0	10.8		26.2		63.7	8.2		57.8	18.5	
LOS	E	D	B		C		E	A		E	B	
Approach Delay		26.3			26.2			25.4			19.1	
Approach LOS		C			C			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 22.3 Intersection LOS: C
Intersection Capacity Utilization 63.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4: Alabama Street & 3rd Street

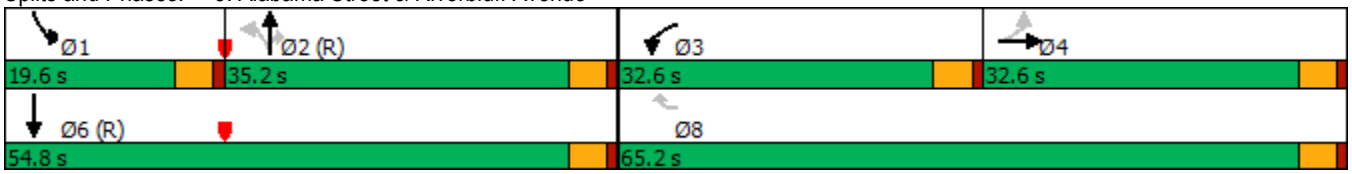


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	4	33	0	30	11	540	28	36	984	15
Future Volume (vph)	5	0	4	33	0	30	11	540	28	36	984	15
Ideal Flow (vphpl)	1700	1800	1800	1700	1900	1800	1800	1800	1800	1700	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.940				0.850			0.850		0.998	
Flt Protected		0.973		0.950				0.999		0.950		
Satd. Flow (prot)	0	1646	0	1615	0	1530	0	1798	1530	1615	1896	0
Flt Permitted		0.973		0.950				0.975		0.950		
Satd. Flow (perm)	0	1646	0	1615	0	1530	0	1755	1530	1615	1896	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		95				55			95		1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		416			1617			460			310	
Travel Time (s)		9.5			36.8			10.5			7.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	5	0	4	35	0	32	12	568	29	38	1036	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	0	35	0	32	0	580	29	38	1052	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.00	1.07	1.07	1.07	1.07	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1		1	1	2	1	1	2	
Detector Template	Left	Thru		Left		Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20		20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0		0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0		0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20		20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA		Prot		Perm	Perm	NA	Perm	Prot	NA	
Protected Phases		4		3				2		1	6	
Permitted Phases	4					8	2		2			
Detector Phase	4	4		3		8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0		5.0	5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5		22.5	22.5	22.5	22.5	9.5	22.5	
Total Split (s)	32.6	32.6		32.6		65.2	35.2	35.2	35.2	19.6	54.8	
Total Split (%)	27.2%	27.2%		27.2%		54.3%	29.3%	29.3%	29.3%	16.3%	45.7%	
Maximum Green (s)	28.1	28.1		28.1		60.7	30.7	30.7	30.7	15.1	50.3	
Yellow Time (s)	3.5	3.5		3.5		3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0		1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5		4.5		4.5		4.5	4.5	4.5	4.5	
Lead/Lag	Lag	Lag		Lead			Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None		None	C-Max	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0		7.0	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0		11.0		11.0	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0		0	0	0	0		0	
Act Effct Green (s)		5.5		8.1		9.9		98.4	98.4	8.3	106.9	
Actuated g/C Ratio		0.05		0.07		0.08		0.82	0.82	0.07	0.89	
v/c Ratio		0.05		0.32		0.18		0.40	0.02	0.34	0.62	
Control Delay		0.7		60.3		6.4		5.2	0.0	49.2	12.5	
Queue Delay		0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Total Delay		0.7		60.3		6.4		5.2	0.0	49.2	12.5	
LOS		A		E		A		A	A	D	B	
Approach Delay		0.7			34.6			4.9			13.8	
Approach LOS		A			C			A			B	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 11.5	Intersection LOS: B
Intersection Capacity Utilization 72.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Alabama Street & Riverbluff Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	65	21	13	13	10	67	610	22	14	813	110
Future Volume (vph)	29	65	21	13	13	10	67	610	22	14	813	110
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1900	1700	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.962			0.995			0.982	
Flt Protected		0.987			0.982		0.950			0.950		
Satd. Flow (prot)	0	1732	0	0	1700	0	1615	1791	0	1615	1866	0
Flt Permitted		0.908			0.847		0.950			0.950		
Satd. Flow (perm)	0	1594	0	0	1467	0	1615	1791	0	1615	1866	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			11			2			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			825			2693			290	
Travel Time (s)		6.8			18.8			61.2			6.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	31	68	22	14	14	11	71	642	23	15	856	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	121	0	0	39	0	71	665	0	15	972	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	44.5	44.5		44.5	44.5		31.5	44.0		31.5	44.0	
Total Split (%)	37.1%	37.1%		37.1%	37.1%		26.3%	36.7%		26.3%	36.7%	
Maximum Green (s)	40.0	40.0		40.0	40.0		27.0	39.5		27.0	39.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		13.6			13.6		10.6	92.4		6.7	84.4	
Actuated g/C Ratio		0.11			0.11		0.09	0.77		0.06	0.70	
v/c Ratio		0.64			0.22		0.50	0.48		0.17	0.74	
Control Delay		61.0			38.8		63.2	8.1		68.6	17.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		61.0			38.8		63.2	8.1		68.6	17.3	
LOS		E			D		E	A		E	B	
Approach Delay		61.0			38.8			13.4			18.1	
Approach LOS		E			D			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 19.4 Intersection LOS: B
Intersection Capacity Utilization 72.7% ICU Level of Service C
Analysis Period (min) 15

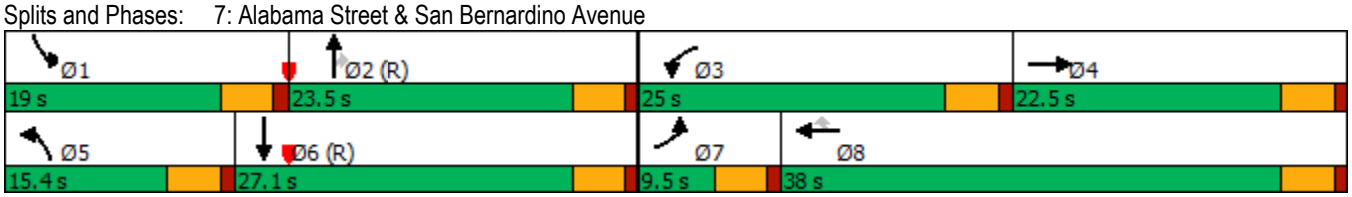
Splits and Phases: 6: Alabama Street & Palmetto Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	191	31	196	435	151	134	306	136	123	595	90
Future Volume (vph)	67	191	31	196	435	151	134	306	136	123	595	90
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	100		0	0		0	170		0	260		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.979				0.850			0.850		0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3348	0	1615	3420	1530	1615	3420	1530	1615	3352	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3348	0	1615	3420	1530	1615	3420	1530	1615	3352	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				159			182		18	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5507			2072			2636			2693	
Travel Time (s)		125.2			47.1			59.9			61.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	71	201	33	206	458	159	141	322	143	129	626	95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	234	0	206	458	159	141	322	143	129	721	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	9.5	22.5		25.0	38.0	38.0	15.4	23.5	23.5	19.0	27.1	
Total Split (%)	10.6%	25.0%		27.8%	42.2%	42.2%	17.1%	26.1%	26.1%	21.1%	30.1%	
Maximum Green (s)	5.0	18.0		20.5	33.5	33.5	10.9	19.0	19.0	14.5	22.6	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effct Green (s)	5.0	11.1		16.1	24.2	24.2	12.8	32.3	32.3	12.4	32.0	
Actuated g/C Ratio	0.06	0.12		0.18	0.27	0.27	0.14	0.36	0.36	0.14	0.36	
v/c Ratio	0.80	0.54		0.71	0.50	0.30	0.62	0.26	0.21	0.58	0.60	
Control Delay	96.3	38.6		38.1	30.3	11.4	47.9	23.9	3.1	46.2	28.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	96.3	38.6		38.1	30.3	11.4	47.9	23.9	3.1	46.2	28.1	
LOS	F	D		D	C	B	D	C	A	D	C	
Approach Delay		52.0			28.6			24.6			30.9	
Approach LOS		D			C			C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 31.2	Intersection LOS: C
Intersection Capacity Utilization 62.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Alabama Street & San Bernardino Avenue

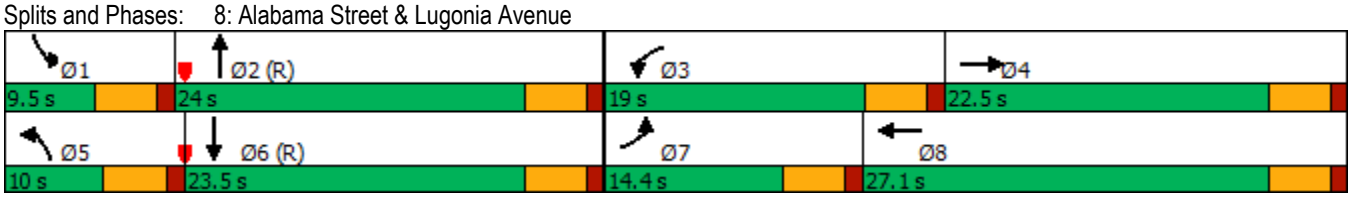


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	79	50	264	306	87	90	426	150	73	497	125
Future Volume (vph)	79	79	50	264	306	87	90	426	150	73	497	125
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	220		0	0		0	200		0	180		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Frt		0.942			0.967			0.961			0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3222	0	1615	3307	0	1615	3287	0	1615	4767	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3222	0	1615	3307	0	1615	3287	0	1615	4767	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53			50			64			79	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5332			3791			1051			2636	
Travel Time (s)		121.2			86.2			23.9			59.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	83	83	53	278	322	92	95	448	158	77	523	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	136	0	278	414	0	95	606	0	77	655	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	14.4	22.5		19.0	27.1		10.0	24.0		9.5	23.5	
Total Split (%)	19.2%	30.0%		25.3%	36.1%		13.3%	32.0%		12.7%	31.3%	
Maximum Green (s)	9.9	18.0		14.5	22.6		5.5	19.5		5.0	19.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	8.4	9.1		14.3	15.0		9.7	28.9		8.8	25.8	
Actuated g/C Ratio	0.11	0.12		0.19	0.20		0.13	0.39		0.12	0.34	
v/c Ratio	0.46	0.31		0.90	0.59		0.45	0.46		0.41	0.39	
Control Delay	39.0	19.9		63.7	27.2		37.3	19.8		37.1	18.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	39.0	19.9		63.7	27.2		37.3	19.8		37.1	18.8	
LOS	D	B		E	C		D	B		D	B	
Approach Delay		27.1			41.8			22.1			20.8	
Approach LOS		C			D			C			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 75	
Actuated Cycle Length: 75	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 28.0	Intersection LOS: C
Intersection Capacity Utilization 57.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Alabama Street & Lugonia Avenue

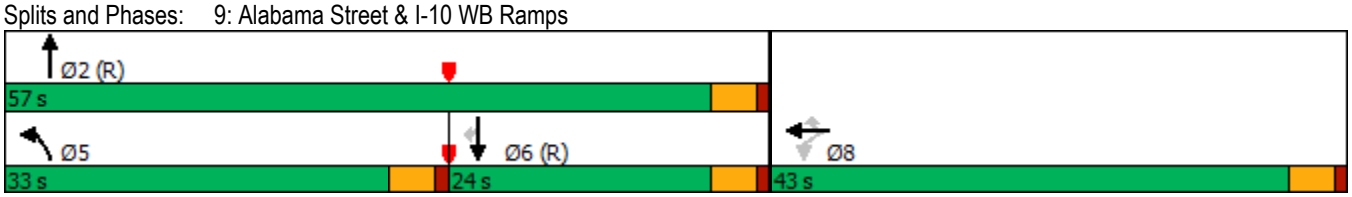


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	336	339	375	485	649	0	0	409	267
Future Volume (vph)	0	0	0	336	339	375	485	649	0	0	409	267
Ideal Flow (vphpl)	1900	1900	1900	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected					0.976		0.950					
Satd. Flow (prot)	0	0	0	0	1757	1530	1615	3420	0	0	3420	1615
Flt Permitted					0.976		0.950					
Satd. Flow (perm)	0	0	0	0	1757	1530	1615	3420	0	0	3420	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						199						231
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		918			1093			591			1051	
Travel Time (s)		20.9			24.8			13.4			23.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	354	357	395	511	683	0	0	431	281
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	711	395	511	683	0	0	431	281
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				43.0	43.0	43.0	33.0	57.0			24.0	24.0
Total Split (%)				43.0%	43.0%	43.0%	33.0%	57.0%			24.0%	24.0%
Maximum Green (s)				38.5	38.5	38.5	28.5	52.5			19.5	19.5
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					38.5	38.5	28.5	52.5			19.5	19.5
Actuated g/C Ratio					0.38	0.38	0.28	0.52			0.20	0.20
v/c Ratio					1.05	0.56	1.11	0.38			0.65	0.56
Control Delay					80.5	14.8	110.8	14.9			42.3	13.0
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay					80.5	14.8	110.8	14.9			42.3	13.0
LOS					F	B	F	B			D	B
Approach Delay					57.0			55.9			30.7	
Approach LOS					E			E			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 50.4	Intersection LOS: D
Intersection Capacity Utilization 96.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 9: Alabama Street & I-10 WB Ramps

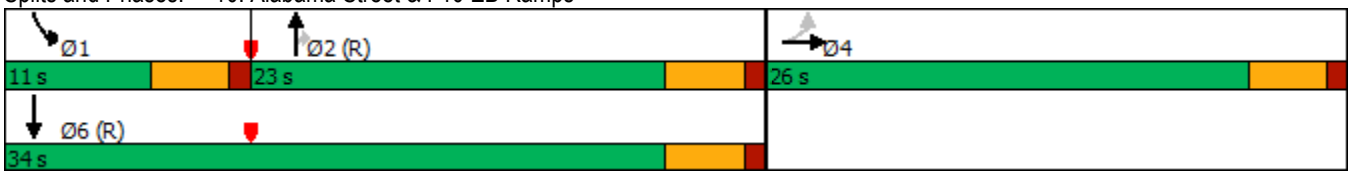


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	456	14	630	0	0	0	0	679	160	143	599	0
Future Volume (vph)	456	14	630	0	0	0	0	679	160	143	599	0
Ideal Flow (vphpl)	1700	1800	1800	1900	1900	1900	1900	1800	1800	1700	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.914							0.850			
Flt Protected		0.980								0.950		
Satd. Flow (prot)	0	3063	0	0	0	0	0	3420	1530	1615	3610	0
Flt Permitted		0.980								0.950		
Satd. Flow (perm)	0	3063	0	0	0	0	0	3420	1530	1615	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		203							168			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		898			623			1369			591	
Travel Time (s)		20.4			14.2			31.1			13.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	480	15	663	0	0	0	0	715	168	151	631	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1158	0	0	0	0	0	715	168	151	631	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.00	1.00	1.00	1.00	1.07	1.07	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	26.0	26.0						23.0	23.0	11.0	34.0	
Total Split (%)	43.3%	43.3%						38.3%	38.3%	18.3%	56.7%	
Maximum Green (s)	21.5	21.5						18.5	18.5	6.5	29.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		21.5						18.5	18.5	6.5	29.5	
Actuated g/C Ratio		0.36						0.31	0.31	0.11	0.49	
v/c Ratio		0.94						0.68	0.29	0.87	0.36	
Control Delay		32.8						22.0	4.6	72.3	10.1	
Queue Delay		0.0						0.0	0.0	0.0	0.0	
Total Delay		32.8						22.0	4.6	72.3	10.1	
LOS		C						C	A	E	B	
Approach Delay		32.8						18.7			22.1	
Approach LOS		C						B			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 25.4	Intersection LOS: C
Intersection Capacity Utilization 96.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 10: Alabama Street & I-10 EB Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	340	527	1000	1063	0	0	0	0	271	0	298
Future Volume (vph)	0	340	527	1000	1063	0	0	0	0	271	0	298
Ideal Flow (vphpl)	1900	1800	1800	1600	1800	1900	1900	1900	1900	1700	1800	1900
Storage Length (ft)	0		220	0		0	0		0	0		0
Storage Lanes	0		1	2		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3420	1530	2949	3420	0	0	0	0	1615	0	1615
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	3420	1530	2949	3420	0	0	0	0	1615	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			458									112
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2750			477			659			386	
Travel Time (s)		62.5			10.8			15.0			8.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	358	555	1053	1119	0	0	0	0	285	0	314
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	358	555	1053	1119	0	0	0	0	285	0	314
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.07	1.07	1.24	1.07	1.00	1.00	1.00	1.00	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA	Perm	Prot	NA					Prot		Perm
Protected Phases		4		3	8					1		
Permitted Phases			4									6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4	4	3	8					1		6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0		5.0
Minimum Split (s)		22.5	22.5	9.5	22.5					9.5		22.5
Total Split (s)		26.0	26.0	37.0	63.0					27.0		27.0
Total Split (%)		28.9%	28.9%	41.1%	70.0%					30.0%		30.0%
Maximum Green (s)		21.5	21.5	32.5	58.5					22.5		22.5
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5		3.5
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0		1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0		0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5					4.5		4.5
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0		3.0
Recall Mode		None	None	None	None					None		C-Max
Walk Time (s)		7.0	7.0		7.0							7.0
Flash Dont Walk (s)		11.0	11.0		11.0							11.0
Pedestrian Calls (#/hr)		0	0		0							0
Act Effct Green (s)		17.5	17.5	32.5	54.5					26.5		26.5
Actuated g/C Ratio		0.19	0.19	0.36	0.61					0.29		0.29
v/c Ratio		0.54	0.83	0.99	0.54					0.60		0.57
Control Delay		33.1	24.4	52.9	8.0					35.1		22.7
Queue Delay		0.0	0.0	0.0	0.1					0.0		0.0
Total Delay		33.1	24.4	52.9	8.1					35.1		22.7
LOS		C	C	D	A					D		C
Approach Delay		27.8			29.9						28.6	
Approach LOS		C			C						C	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2: and 6:SBR, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 29.1	Intersection LOS: C
Intersection Capacity Utilization 96.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 11: 210 SB Ramps & W 5th Street

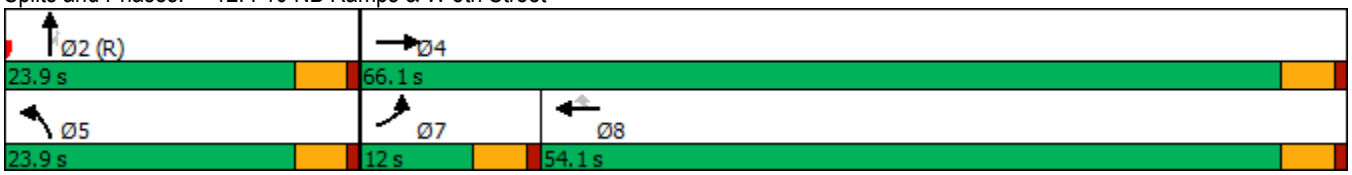
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	134	477	0	0	1535	523	451	5	375	0	0	0
Future Volume (vph)	134	477	0	0	1535	523	451	5	375	0	0	0
Ideal Flow (vphpl)	1700	1800	1900	1900	1800	1800	1600	1800	1900	1900	1900	1900
Storage Length (ft)	0		0	0		220	0		0	0		0
Storage Lanes	1		0	0		1	1		2	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.95	0.95	0.88	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.953				
Satd. Flow (prot)	1615	3420	0	0	4914	1530	1444	1630	2842	0	0	0
Flt Permitted	0.950						0.950	0.953				
Satd. Flow (perm)	1615	3420	0	0	4914	1530	1444	1630	2842	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						551			395			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		477			2099			595			477	
Travel Time (s)		10.8			47.7			13.5			10.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Parking (#/hr)			0									
Adj. Flow (vph)	141	502	0	0	1616	551	475	5	395	0	0	0
Shared Lane Traffic (%)							49%					
Lane Group Flow (vph)	141	502	0	0	1616	551	242	238	395	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.00	1.00	1.07	1.07	1.24	1.07	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Prot	NA			NA	Perm	Prot	NA	Perm			
Protected Phases	7	4			8		5	2				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases						8			2			
Detector Phase	7	4			8	8	5	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
Minimum Split (s)	9.5	22.5			22.5	22.5	9.5	22.5	22.5			
Total Split (s)	12.0	66.1			54.1	54.1	23.9	23.9	23.9			
Total Split (%)	13.3%	73.4%			60.1%	60.1%	26.6%	26.6%	26.6%			
Maximum Green (s)	7.5	61.6			49.6	49.6	19.4	19.4	19.4			
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.5	4.5			4.5	4.5	4.5	4.5	4.5			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	None			None	None	None	C-Max	C-Max			
Walk Time (s)		7.0			7.0	7.0		7.0	7.0			
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0			
Pedestrian Calls (#/hr)		0			0	0		0	0			
Act Effct Green (s)	7.5	59.9			47.9	47.9	21.1	21.1	21.1			
Actuated g/C Ratio	0.08	0.67			0.53	0.53	0.23	0.23	0.23			
v/c Ratio	1.05	0.22			0.62	0.51	0.72	0.62	0.41			
Control Delay	119.5	7.7			15.7	2.8	46.5	40.3	4.6			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	119.5	7.7			15.7	2.8	46.5	40.3	4.6			
LOS	F	A			B	A	D	D	A			
Approach Delay		32.2			12.4			25.9				
Approach LOS		C			B			C				

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 19.1 Intersection LOS: B
Intersection Capacity Utilization 96.4% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 12: I-10 NB Ramps & W 5th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	241	23	85	419	386	18	7	40	336	253	380
Future Volume (vph)	63	241	23	85	419	386	18	7	40	336	253	380
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	260		0	0		0	230		0	100		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.910	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3420	1530	1615	1800	1530	1615	1800	1530	1615	3112	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3420	1530	1615	1800	1530	1615	1800	1530	1615	3112	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			406			182		396	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2072			709			529			237	
Travel Time (s)		47.1			16.1			12.0			5.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	66	254	24	89	441	406	19	7	42	354	266	400
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	254	24	89	441	406	19	7	42	354	666	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	10.0	24.5	24.5	14.5	29.0	29.0	9.5	25.0	25.0	26.0	41.5	
Total Split (%)	11.1%	27.2%	27.2%	16.1%	32.2%	32.2%	10.6%	27.8%	27.8%	28.9%	46.1%	
Maximum Green (s)	5.5	20.0	20.0	10.0	24.5	24.5	5.0	20.5	20.5	21.5	37.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	5.5	20.7	20.7	9.0	24.0	24.0	5.1	23.4	23.4	21.1	45.2	
Actuated g/C Ratio	0.06	0.23	0.23	0.10	0.27	0.27	0.06	0.26	0.26	0.23	0.50	
v/c Ratio	0.67	0.32	0.05	0.56	0.92	0.58	0.21	0.01	0.08	0.93	0.38	
Control Delay	61.2	29.3	0.7	54.1	59.7	13.3	46.3	27.1	0.3	68.0	6.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	61.2	29.3	0.7	54.1	59.7	13.3	46.3	27.1	0.3	68.0	6.9	
LOS	E	C	A	D	E	B	D	C	A	E	A	
Approach Delay		33.4			39.0			15.9			28.1	
Approach LOS		C			D			B			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 32.8	Intersection LOS: C
Intersection Capacity Utilization 66.2%	ICU Level of Service C
Analysis Period (min) 15	

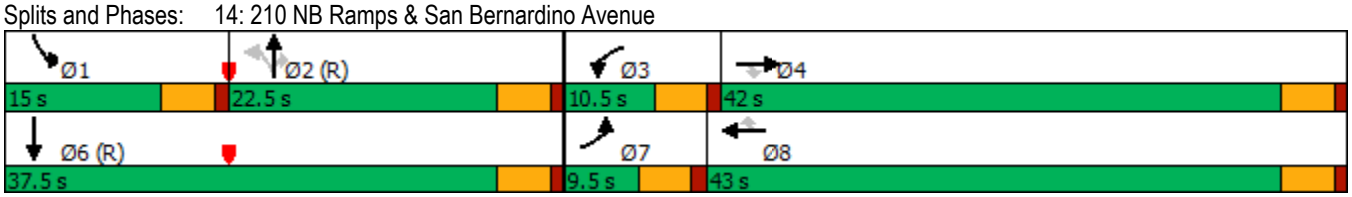
Splits and Phases: 13: 210 SB Ramps & San Bernardino Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	152	345	133	34	690	363	63	356	28	155	10	170
Future Volume (vph)	152	345	133	34	690	363	63	356	28	155	10	170
Ideal Flow (vphpl)	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	300		0	0		0	150		70	0		0
Storage Lanes	2		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.859	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	2949	1800	1530	1615	1800	1530	1615	3420	1530	1615	1546	0
Flt Permitted	0.950			0.950			0.638			0.950		
Satd. Flow (perm)	2949	1800	1530	1615	1800	1530	1085	3420	1530	1615	1546	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			140			382			127		179	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		709			2232			344			268	
Travel Time (s)		16.1			50.7			7.8			6.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	160	363	140	36	726	382	66	375	29	163	11	179
Shared Lane Traffic (%)												
Lane Group Flow (vph)	160	363	140	36	726	382	66	375	29	163	190	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.24	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases			4			8	2		2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	
Total Split (s)	9.5	42.0	42.0	10.5	43.0	43.0	22.5	22.5	22.5	15.0	37.5	
Total Split (%)	10.6%	46.7%	46.7%	11.7%	47.8%	47.8%	25.0%	25.0%	25.0%	16.7%	41.7%	
Maximum Green (s)	5.0	37.5	37.5	6.0	38.5	38.5	18.0	18.0	18.0	10.5	33.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0		0	
Act Effct Green (s)	5.0	41.2	41.2	5.9	38.0	38.0	18.4	18.4	18.4	10.5	33.5	
Actuated g/C Ratio	0.06	0.46	0.46	0.07	0.42	0.42	0.20	0.20	0.20	0.12	0.37	
v/c Ratio	0.98	0.44	0.18	0.34	0.95	0.44	0.30	0.53	0.07	0.87	0.28	
Control Delay	100.7	23.1	9.8	49.4	49.8	3.6	35.0	35.4	0.3	79.2	4.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	100.7	23.1	9.8	49.4	49.8	3.6	35.0	35.4	0.3	79.2	4.9	
LOS	F	C	A	D	D	A	D	D	A	E	A	
Approach Delay		39.0			34.4			33.2			39.2	
Approach LOS		D			C			C			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 36.0	Intersection LOS: D
Intersection Capacity Utilization 78.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 14: 210 NB Ramps & San Bernardino Avenue



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	6	138	167	6	2	2
Future Volume (vph)	6	138	167	6	2	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996			0.850
Flt Protected		0.998			0.950	
Satd. Flow (prot)	0	1896	1892	0	1805	1615
Flt Permitted		0.998			0.950	
Satd. Flow (perm)	0	1896	1892	0	1805	1615
Link Speed (mph)		30	30		30	
Link Distance (ft)		1636	441		315	
Travel Time (s)		37.2	10.0		7.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	6	145	176	6	2	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	151	182	0	2	2
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 22.1%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	142	173	24	7	0
Future Volume (vph)	0	142	173	24	7	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.984			
Flt Protected					0.950	
Satd. Flow (prot)	0	1900	1870	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1900	1870	0	1805	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		441	580		365	
Travel Time (s)		10.0	13.2		8.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	149	182	25	7	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	149	207	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 20.6%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	147	197	12	4	0
Future Volume (vph)	0	147	197	12	4	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.992			
Flt Protected					0.950	
Satd. Flow (prot)	0	1900	1885	0	1805	1900
Flt Permitted					0.950	
Satd. Flow (perm)	0	1900	1885	0	1805	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		580	300		152	
Travel Time (s)		13.2	6.8		3.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	155	207	13	4	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	155	220	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 21.1%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	513	814	0
Future Volume (vph)	0	0	0	513	814	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1900	0	1900	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1900	0	1900	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	317			310	6690	
Travel Time (s)	7.2			7.0	152.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	540	857	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	540	857	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.2%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	7	0	610	989	0
Future Volume (vph)	0	7	0	610	989	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1644	0	1900	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1644	0	1900	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	368			290	460	
Travel Time (s)	8.4			6.6	10.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	7	0	642	1041	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	7	0	642	1041	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.1%		ICU Level of Service B	
Analysis Period (min) 15			

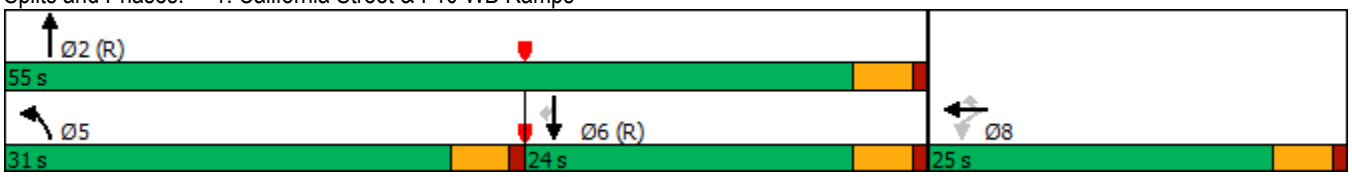
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	389	10	422	498	727	0	0	200	400
Future Volume (vph)	0	0	0	389	10	422	498	727	0	0	200	400
Ideal Flow (vphpl)	1900	1900	1900	1700	1800	1800	1700	1800	1900	1900	1800	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected					0.954		0.950					
Satd. Flow (prot)	0	0	0	0	1717	1530	1615	3420	0	0	4914	1615
Flt Permitted					0.954		0.950					
Satd. Flow (perm)	0	0	0	0	1717	1530	1615	3420	0	0	4914	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						224						421
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1502			1273			312			1245	
Travel Time (s)		34.1			28.9			7.1			28.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	409	11	444	524	765	0	0	211	421
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	420	444	524	765	0	0	211	421
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.15	1.07	1.07	1.15	1.07	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				25.0	25.0	25.0	31.0	55.0			24.0	24.0
Total Split (%)				31.3%	31.3%	31.3%	38.8%	68.8%			30.0%	30.0%
Maximum Green (s)				20.5	20.5	20.5	26.5	50.5			19.5	19.5
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					20.5	20.5	26.5	50.5			19.5	19.5
Actuated g/C Ratio					0.26	0.26	0.33	0.63			0.24	0.24
v/c Ratio					0.96	0.80	0.98	0.35			0.18	0.59
Control Delay					65.3	25.9	63.6	7.6			24.4	6.7
Queue Delay					0.0	0.0	38.3	0.8			0.0	0.0
Total Delay					65.3	25.9	101.9	8.4			24.4	6.7
LOS					E	C	F	A			C	A
Approach Delay					45.0			46.4			12.6	
Approach LOS					D			D			B	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 38.3 Intersection LOS: D
Intersection Capacity Utilization 107.4% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 1: California Street & I-10 WB Ramps



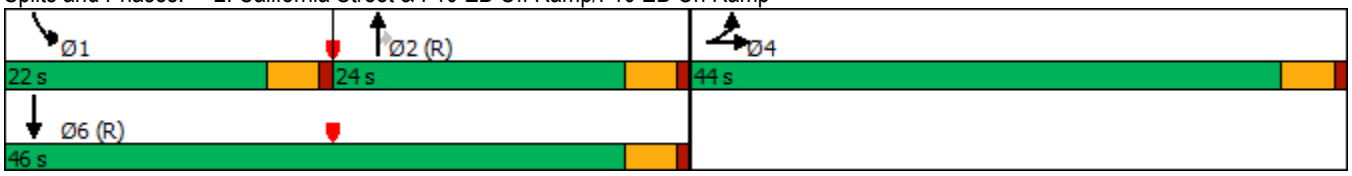
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	374	8	386	0	0	0	0	868	473	289	553	0
Future Volume (vph)	374	8	386	0	0	0	0	868	473	289	553	0
Ideal Flow (vphpl)	1700	1800	1800	1900	1900	1900	1900	1800	1800	1700	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	*0.90	1.00	1.00	*0.90	1.00
Frt		0.932							0.850			
Flt Protected		0.976								0.950		
Satd. Flow (prot)	0	1637	0	0	0	0	0	4860	1530	1615	3420	0
Flt Permitted		0.976								0.950		
Satd. Flow (perm)	0	1637	0	0	0	0	0	4860	1530	1615	3420	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		72							498			
Link Speed (mph)		50			30			50			50	
Link Distance (ft)		1514			1294			812			312	
Travel Time (s)		20.6			29.4			11.1			4.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	394	8	406	0	0	0	0	914	498	304	582	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	808	0	0	0	0	0	914	498	304	582	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.00	1.00	1.00	1.00	1.07	1.07	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA						NA	Perm	Prot	NA	
Protected Phases	4	4						2		1	6	
Permitted Phases									2			
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	44.0	44.0						24.0	24.0	22.0	46.0	
Total Split (%)	48.9%	48.9%						26.7%	26.7%	24.4%	51.1%	
Maximum Green (s)	39.5	39.5						19.5	19.5	17.5	41.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		39.5						19.5	19.5	17.5	41.5	
Actuated g/C Ratio		0.44						0.22	0.22	0.19	0.46	
v/c Ratio		1.07						0.87	0.69	0.97	0.37	
Control Delay		76.4						44.3	8.7	81.6	16.6	
Queue Delay		0.0						0.0	0.0	0.0	1.0	
Total Delay		76.4						44.3	8.7	81.6	17.6	
LOS		E						D	A	F	B	
Approach Delay		76.4						31.7			39.5	
Approach LOS		E						C			D	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 45.6 Intersection LOS: D
Intersection Capacity Utilization 107.4% ICU Level of Service G
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 2: California Street & I-10 EB Off Ramp/I-10 EB On Ramp



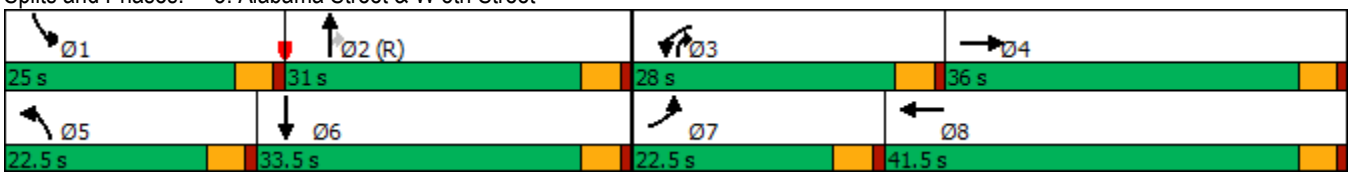
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	739	73	215	317	178	127	616	575	235	344	45
Future Volume (vph)	76	739	73	215	317	178	127	616	575	235	344	45
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.986			0.946				0.850		0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3372	0	1615	3235	0	1615	3420	1530	1615	3362	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3372	0	1615	3235	0	1615	3420	1530	1615	3362	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			93				71		11	
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		1908			2750			621			1649	
Travel Time (s)		26.0			37.5			8.5			22.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	80	778	77	226	334	187	134	648	605	247	362	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	855	0	226	521	0	134	648	605	247	409	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5	22.5	22.5	22.5	
Total Split (s)	22.5	36.0		28.0	41.5		22.5	31.0	28.0	25.0	33.5	
Total Split (%)	18.8%	30.0%		23.3%	34.6%		18.8%	25.8%	23.3%	20.8%	27.9%	
Maximum Green (s)	18.0	31.5		23.5	37.0		18.0	26.5	23.5	20.5	29.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		Max	C-Max	None	Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	
Act Effct Green (s)	11.3	32.5		20.8	44.2		19.7	26.5	51.8	22.2	29.0	
Actuated g/C Ratio	0.09	0.27		0.17	0.37		0.16	0.22	0.43	0.18	0.24	
v/c Ratio	0.53	0.93		0.81	0.42		0.51	0.86	0.86	0.83	0.50	
Control Delay	63.6	59.9		69.2	24.8		54.2	57.5	40.8	71.0	40.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	1.4	0.0	0.0	
Total Delay	63.6	59.9		69.2	24.8		54.2	57.5	42.1	71.0	40.6	
LOS	E	E		E	C		D	E	D	E	D	
Approach Delay		60.2			38.2			50.5			52.1	
Approach LOS		E			D			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 50.7 Intersection LOS: D
Intersection Capacity Utilization 87.4% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 3: Alabama Street & W 5th Street



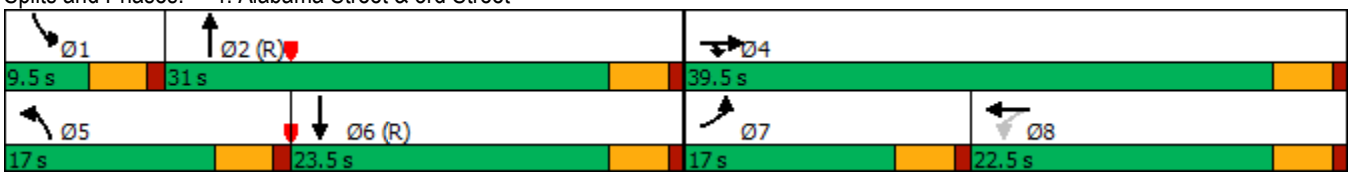
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	410	30	361	10	4	17	221	945	4	7	568	80
Future Volume (vph)	410	30	361	10	4	17	221	945	4	7	568	80
Ideal Flow (vphpl)	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.918			0.999			0.982	
Flt Protected	0.950				0.984		0.950			0.950		
Satd. Flow (prot)	2949	1800	1530	0	3089	0	1615	3417	0	1615	3358	0
Flt Permitted	0.950				0.865		0.950			0.950		
Satd. Flow (perm)	2949	1800	1530	0	2716	0	1615	3417	0	1615	3358	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			349		18			1			18	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1074			950			6690			621	
Travel Time (s)		24.4			21.6			152.0			14.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	432	32	380	11	4	18	233	995	4	7	598	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	432	32	380	0	33	0	233	999	0	7	682	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.24	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Prot	Perm	NA		Prot	NA		Prot	NA	
Protected Phases	7	4	4		8		5	2		1	6	
Permitted Phases				8								
Detector Phase	7	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	17.0	39.5	39.5	22.5	22.5		17.0	31.0		9.5	23.5	
Total Split (%)	21.3%	49.4%	49.4%	28.1%	28.1%		21.3%	38.8%		11.9%	29.4%	
Maximum Green (s)	12.5	35.0	35.0	18.0	18.0		12.5	26.5		5.0	19.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0	0	0			0			0	
Act Effct Green (s)	12.5	19.1	19.1		6.1		18.4	49.6		6.0	29.0	
Actuated g/C Ratio	0.16	0.24	0.24		0.08		0.23	0.62		0.08	0.36	
v/c Ratio	0.94	0.07	0.60		0.15		0.63	0.47		0.06	0.56	
Control Delay	64.7	21.4	8.2		22.9		35.1	11.0		35.1	24.5	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay	64.7	21.4	8.2		22.9		35.1	11.0		35.1	24.5	
LOS	E	C	A		C		D	B		D	C	
Approach Delay		37.6			22.9			15.5			24.6	
Approach LOS		D			C			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 24.5 Intersection LOS: C
Intersection Capacity Utilization 64.8% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 4: Alabama Street & 3rd Street



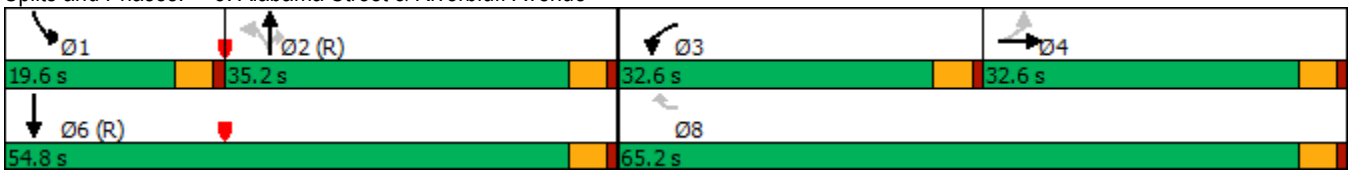
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	0	14	36	0	60	5	1067	43	40	934	7
Future Volume (vph)	18	0	14	36	0	60	5	1067	43	40	934	7
Ideal Flow (vphpl)	1700	1800	1800	1700	1900	1800	1900	1800	1800	1700	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.940				0.850			0.850		0.999	
Flt Protected		0.973		0.950						0.950		
Satd. Flow (prot)	0	1646	0	1615	0	1530	0	1800	1530	1615	1898	0
Flt Permitted		0.973		0.950				0.996		0.950		
Satd. Flow (perm)	0	1646	0	1615	0	1530	0	1793	1530	1615	1898	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		95				63			95			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		416			1617			460			310	
Travel Time (s)		9.5			36.8			10.5			7.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	19	0	15	38	0	63	5	1123	45	42	983	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	34	0	38	0	63	0	1128	45	42	990	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.00	1.07	1.00	1.07	1.07	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1		1	1	2	1	1	2	
Detector Template	Left	Thru		Left		Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20		20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0		0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0		0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20		20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA		Prot		Perm	Perm	NA	Perm	Prot	NA	
Protected Phases		4		3				2		1	6	
Permitted Phases	4					8	2		2			
Detector Phase	4	4		3		8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0		5.0	5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5		22.5	22.5	22.5	22.5	9.5	22.5	
Total Split (s)	32.6	32.6		32.6		65.2	35.2	35.2	35.2	19.6	54.8	
Total Split (%)	27.2%	27.2%		27.2%		54.3%	29.3%	29.3%	29.3%	16.3%	45.7%	
Maximum Green (s)	28.1	28.1		28.1		60.7	30.7	30.7	30.7	15.1	50.3	
Yellow Time (s)	3.5	3.5		3.5		3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0		1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5		4.5		4.5		4.5	4.5	4.5	4.5	
Lead/Lag	Lag	Lag		Lead			Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None		None	C-Max	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0		7.0	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0		11.0		11.0	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0		0	0	0	0		0	
Act Effct Green (s)		5.5		8.3		14.0		88.8	88.8	8.6	99.9	
Actuated g/C Ratio		0.05		0.07		0.12		0.74	0.74	0.07	0.83	
v/c Ratio		0.20		0.34		0.27		0.85	0.04	0.37	0.63	
Control Delay		2.8		60.7		13.4		20.6	1.1	61.2	7.8	
Queue Delay		0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Total Delay		2.8		60.7		13.4		20.6	1.1	61.2	7.8	
LOS		A		E		B		C	A	E	A	
Approach Delay		2.8			31.2			19.9			10.0	
Approach LOS		A			C			B			A	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 15.7 Intersection LOS: B
Intersection Capacity Utilization 79.6% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 5: Alabama Street & Riverbluff Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	8	45	19	16	16	32	937	14	13	926	65
Future Volume (vph)	180	8	45	19	16	16	32	937	14	13	926	65
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1900	1700	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.974			0.957			0.998			0.990	
Flt Protected		0.963			0.982		0.950			0.950		
Satd. Flow (prot)	0	1688	0	0	1692	0	1615	1796	0	1615	1881	0
Flt Permitted		0.765			0.879		0.950			0.950		
Satd. Flow (perm)	0	1341	0	0	1514	0	1615	1796	0	1615	1881	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			17			1			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			825			2693			290	
Travel Time (s)		6.8			18.8			61.2			6.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	189	8	47	20	17	17	34	986	15	14	975	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	244	0	0	54	0	34	1001	0	14	1043	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	44.5	44.5		44.5	44.5		31.5	44.0		31.5	44.0	
Total Split (%)	37.1%	37.1%		37.1%	37.1%		26.3%	36.7%		26.3%	36.7%	
Maximum Green (s)	40.0	40.0		40.0	40.0		27.0	39.5		27.0	39.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		26.7			26.7		8.0	79.4		6.7	76.0	
Actuated g/C Ratio		0.22			0.22		0.07	0.66		0.06	0.63	
v/c Ratio		0.80			0.15		0.31	0.84		0.16	0.88	
Control Delay		60.0			25.9		60.2	27.1		67.3	26.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		60.0			25.9		60.2	27.1		67.3	26.7	
LOS		E			C		E	C		E	C	
Approach Delay		60.0			25.9			28.2			27.2	
Approach LOS		E			C			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 31.0 Intersection LOS: C
Intersection Capacity Utilization 81.0% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 6: Alabama Street & Palmetto Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	650	71	144	230	187	54	555	298	257	662	74
Future Volume (vph)	151	650	71	144	230	187	54	555	298	257	662	74
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	100		0	0		0	170		0	260		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.985				0.850			0.850		0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3369	0	1615	3420	1530	1615	3420	1530	1615	3369	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3369	0	1615	3420	1530	1615	3420	1530	1615	3369	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13				205			293		17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5507			2072			2636			2693	
Travel Time (s)		125.2			47.1			59.9			61.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	159	684	75	152	242	197	57	584	314	271	697	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	159	759	0	152	242	197	57	584	314	271	775	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	12.0	22.5		12.0	22.5	22.5	10.5	23.5	23.5	22.0	35.0	
Total Split (%)	15.0%	28.1%		15.0%	28.1%	28.1%	13.1%	29.4%	29.4%	27.5%	43.8%	
Maximum Green (s)	7.5	18.0		7.5	18.0	18.0	6.0	19.0	19.0	17.5	30.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effct Green (s)	7.5	18.0		7.5	18.0	18.0	5.9	20.2	20.2	16.3	34.7	
Actuated g/C Ratio	0.09	0.22		0.09	0.22	0.22	0.07	0.25	0.25	0.20	0.43	
v/c Ratio	1.05	0.99		1.01	0.31	0.39	0.48	0.68	0.52	0.83	0.53	
Control Delay	127.1	62.0		115.4	27.2	6.3	49.4	31.9	7.8	52.3	18.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	127.1	62.0		115.4	27.2	6.3	49.4	31.9	7.8	52.3	18.9	
LOS	F	E		F	C	A	D	C	A	D	B	
Approach Delay		73.3			42.9			25.0			27.5	
Approach LOS		E			D			C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 41.4	Intersection LOS: D
Intersection Capacity Utilization 77.4%	ICU Level of Service D
Analysis Period (min) 15	

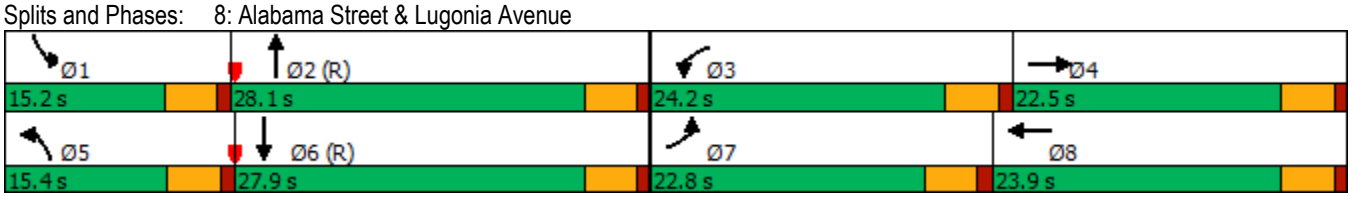
Splits and Phases: 7: Alabama Street & San Bernardino Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	239	467	120	351	249	93	83	569	292	180	686	103
Future Volume (vph)	239	467	120	351	249	93	83	569	292	180	686	103
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	220		0	0		0	200		0	180		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Frt		0.969			0.959			0.949			0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3314	0	1615	3280	0	1615	3246	0	1615	4816	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3314	0	1615	3280	0	1615	3246	0	1615	4816	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			55			98			30	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5332			3791			1051			2636	
Travel Time (s)		121.2			86.2			23.9			59.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	252	492	126	369	262	98	87	599	307	189	722	108
Shared Lane Traffic (%)												
Lane Group Flow (vph)	252	618	0	369	360	0	87	906	0	189	830	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	22.8	22.5		24.2	23.9		15.4	28.1		15.2	27.9	
Total Split (%)	25.3%	25.0%		26.9%	26.6%		17.1%	31.2%		16.9%	31.0%	
Maximum Green (s)	18.3	18.0		19.7	19.4		10.9	23.6		10.7	23.4	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	16.9	17.8		19.7	20.6		9.3	23.6		10.9	27.3	
Actuated g/C Ratio	0.19	0.20		0.22	0.23		0.10	0.26		0.12	0.30	
v/c Ratio	0.83	0.91		1.05	0.46		0.52	0.98		0.97	0.56	
Control Delay	56.5	53.9		96.7	27.7		49.4	56.2		98.7	28.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	56.5	53.9		96.7	27.7		49.4	56.2		98.7	28.2	
LOS	E	D		F	C		D	E		F	C	
Approach Delay		54.7			62.6			55.6			41.3	
Approach LOS		D			E			E			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 52.7	Intersection LOS: D
Intersection Capacity Utilization 92.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 8: Alabama Street & Lugonia Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	245	339	217	449	859	0	0	838	516
Future Volume (vph)	0	0	0	245	339	217	449	859	0	0	838	516
Ideal Flow (vphpl)	1900	1900	1900	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected					0.979		0.950					
Satd. Flow (prot)	0	0	0	0	1762	1530	1615	3420	0	0	3420	1615
Flt Permitted					0.979		0.950					
Satd. Flow (perm)	0	0	0	0	1762	1530	1615	3420	0	0	3420	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						142						208
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		918			1093			591			1051	
Travel Time (s)		20.9			24.8			13.4			23.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	258	357	228	473	904	0	0	882	543
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	615	228	473	904	0	0	882	543
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				45.3	45.3	45.3	39.0	74.7			35.7	35.7
Total Split (%)				37.8%	37.8%	37.8%	32.5%	62.3%			29.8%	29.8%
Maximum Green (s)				40.8	40.8	40.8	34.5	70.2			31.2	31.2
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					40.8	40.8	34.5	70.2			31.2	31.2
Actuated g/C Ratio					0.34	0.34	0.29	0.58			0.26	0.26
v/c Ratio					1.03	0.37	1.02	0.45			0.99	0.95
Control Delay					83.2	13.2	86.4	20.2			72.9	54.1
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay					83.2	13.2	86.4	20.2			72.9	54.1
LOS					F	B	F	C			E	D
Approach Delay					64.3			42.9			65.7	
Approach LOS					E			D			E	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 56.8	Intersection LOS: E
Intersection Capacity Utilization 104.1%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 9: Alabama Street & I-10 WB Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	426	74	597	0	0	0	0	872	323	326	766	0
Future Volume (vph)	426	74	597	0	0	0	0	872	323	326	766	0
Ideal Flow (vphpl)	1700	1800	1800	1900	1900	1900	1900	1800	1800	1700	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.918							0.850			
Flt Protected		0.981								0.950		
Satd. Flow (prot)	0	3080	0	0	0	0	0	3420	1530	1615	3610	0
Flt Permitted		0.981								0.950		
Satd. Flow (perm)	0	3080	0	0	0	0	0	3420	1530	1615	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		180							338			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		898			623			1369			591	
Travel Time (s)		20.4			14.2			31.1			13.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	448	78	628	0	0	0	0	918	340	343	806	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1154	0	0	0	0	0	918	340	343	806	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.00	1.00	1.00	1.00	1.07	1.07	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	45.0	45.0						42.0	42.0	33.0	75.0	
Total Split (%)	37.5%	37.5%						35.0%	35.0%	27.5%	62.5%	
Maximum Green (s)	40.5	40.5						37.5	37.5	28.5	70.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		40.5						38.5	38.5	27.5	70.5	
Actuated g/C Ratio		0.34						0.32	0.32	0.23	0.59	
v/c Ratio		1.00						0.84	0.47	0.93	0.38	
Control Delay		59.4						46.2	5.7	73.1	12.8	
Queue Delay		0.0						0.0	0.0	0.0	0.0	
Total Delay		59.4						46.2	5.7	73.1	12.8	
LOS		E						D	A	E	B	
Approach Delay		59.4						35.3			30.8	
Approach LOS		E						D			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 41.7	Intersection LOS: D
Intersection Capacity Utilization 104.1%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 10: Alabama Street & I-10 EB Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1113	623	479	606	0	0	0	0	414	7	237
Future Volume (vph)	0	1113	623	479	606	0	0	0	0	414	7	237
Ideal Flow (vphpl)	1900	1800	1800	1600	1800	1900	1900	1900	1900	1700	1800	1900
Storage Length (ft)	0		220	0		0	0		0	0		0
Storage Lanes	0		1	2		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3420	1530	2949	3420	0	0	0	0	1615	0	1615
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	3420	1530	2949	3420	0	0	0	0	1615	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			598									249
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2750			477			659			386	
Travel Time (s)		62.5			10.8			15.0			8.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1172	656	504	638	0	0	0	0	436	7	249
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1172	656	504	638	0	0	0	0	436	7	249
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.07	1.07	1.24	1.07	1.00	1.00	1.00	1.00	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		6	20	20	6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	Prot	NA					Prot	NA	Perm
Protected Phases		4		3	8					1	6	
Permitted Phases			4									6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4	4	3	8					1	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	9.5	22.5					9.5	22.5	22.5
Total Split (s)		38.0	38.0	25.0	63.0					27.0	27.0	27.0
Total Split (%)		42.2%	42.2%	27.8%	70.0%					30.0%	30.0%	30.0%
Maximum Green (s)		33.5	33.5	20.5	58.5					22.5	22.5	22.5
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0		0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5					4.5		4.5
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Recall Mode		None	None	None	None					None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0						7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0						11.0	11.0
Pedestrian Calls (#/hr)		0	0		0						0	0
Act Effct Green (s)		34.5	34.5	19.0	58.0					23.0	0.0	23.0
Actuated g/C Ratio		0.38	0.38	0.21	0.64					0.26	0.00	0.26
v/c Ratio		0.90	0.69	0.81	0.29					1.06	no cap	0.42
Control Delay		37.0	7.3	44.8	7.3					94.8		6.1
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		37.0	7.3	44.8	7.3					94.8	Error	6.1
LOS		D	A	D	A					F	F	A
Approach Delay		26.3			23.9						Err	
Approach LOS		C			C						F	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 85.5 (95%), Referenced to phase 2: and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: Err	
Intersection Signal Delay: Err	Intersection LOS: F
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 11: 210 SB Ramps & W 5th Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	317	1195	0	0	779	414	266	2	576	0	0	0
Future Volume (vph)	317	1195	0	0	779	414	266	2	576	0	0	0
Ideal Flow (vphpl)	1700	1800	1900	1900	1800	1800	1600	1800	1900	1900	1900	1900
Storage Length (ft)	90		0	360		220	0		0	0		0
Storage Lanes	1		0	0		1	1		2	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.95	0.95	0.88	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.953				
Satd. Flow (prot)	1615	3420	0	0	4914	1530	1444	1630	2842	0	0	0
Flt Permitted	0.950						0.950	0.953				
Satd. Flow (perm)	1615	3420	0	0	4914	1530	1444	1630	2842	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						436			113			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		477			2099			595			477	
Travel Time (s)		10.8			47.7			13.5			10.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	334	1258	0	0	820	436	280	2	606	0	0	0
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	334	1258	0	0	820	436	140	142	606	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.00	1.00	1.07	1.07	1.24	1.07	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm			
Protected Phases	7	4			8		2	2				
Permitted Phases						8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4			8	8	2	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
Minimum Split (s)	9.5	22.5			22.5	22.5	22.5	22.5	22.5			
Total Split (s)	27.0	52.0			25.0	25.0	28.0	28.0	28.0			
Total Split (%)	33.8%	65.0%			31.3%	31.3%	35.0%	35.0%	35.0%			
Maximum Green (s)	22.5	47.5			20.5	20.5	23.5	23.5	23.5			
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.5	4.5			4.5	4.5	4.5	4.5	4.5			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	None			None	None	C-Max	C-Max	C-Max			
Walk Time (s)		7.0			7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)		0			0	0	0	0	0			
Act Effct Green (s)	20.1	44.6			20.1	20.1	26.4	26.4	26.4			
Actuated g/C Ratio	0.25	0.56			0.25	0.25	0.33	0.33	0.33			
v/c Ratio	0.82	0.66			0.67	0.61	0.29	0.26	0.60			
Control Delay	46.0	14.0			29.9	6.9	23.6	22.9	21.8			
Queue Delay	0.0	0.7			0.0	0.0	0.0	0.0	0.0			
Total Delay	46.0	14.7			29.9	6.9	23.6	22.9	21.8			
LOS	D	B			C	A	C	C	C			
Approach Delay		21.3			21.9			22.2				
Approach LOS		C			C			C				

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 21.7	Intersection LOS: C
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min) 15	

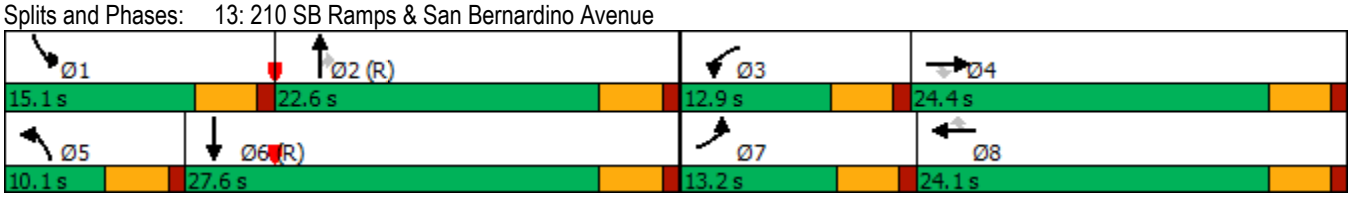
Splits and Phases: 12: I-10 NB Ramps & W 5th Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	176	863	89	168	387	215	31	50	279	220	334	194
Future Volume (vph)	176	863	89	168	387	215	31	50	279	220	334	194
Ideal Flow (vphpl)	1800	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	260		0	0		0	230		0	100		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.945	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1710	3420	1530	1615	1800	1530	1615	1800	1530	1615	3232	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1710	3420	1530	1615	1800	1530	1615	1800	1530	1615	3232	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			218			226			294		159	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2072			709			529			237	
Travel Time (s)		47.1			16.1			12.0			5.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	185	908	94	177	407	226	33	53	294	232	352	204
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	908	94	177	407	226	33	53	294	232	556	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	13.2	24.4	24.4	12.9	24.1	24.1	10.1	22.6	22.6	15.1	27.6	
Total Split (%)	17.6%	32.5%	32.5%	17.2%	32.1%	32.1%	13.5%	30.1%	30.1%	20.1%	36.8%	
Maximum Green (s)	8.7	19.9	19.9	8.4	19.6	19.6	5.6	18.1	18.1	10.6	23.1	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	8.7	19.9	19.9	8.4	19.6	19.6	5.6	18.1	18.1	10.6	29.2	
Actuated g/C Ratio	0.12	0.27	0.27	0.11	0.26	0.26	0.07	0.24	0.24	0.14	0.39	
v/c Ratio	0.93	1.00	0.17	0.98	0.87	0.40	0.28	0.12	0.50	1.02	0.41	
Control Delay	85.7	59.8	0.6	100.6	47.4	5.8	39.0	23.2	6.5	100.2	13.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	85.7	59.8	0.6	100.6	47.4	5.8	39.0	23.2	6.5	100.2	13.7	
LOS	F	E	A	F	D	A	D	C	A	F	B	
Approach Delay		59.1			47.4			11.6			39.2	
Approach LOS		E			D			B			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 75	
Actuated Cycle Length: 75	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 45.5	Intersection LOS: D
Intersection Capacity Utilization 71.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 13: 210 SB Ramps & San Bernardino Avenue

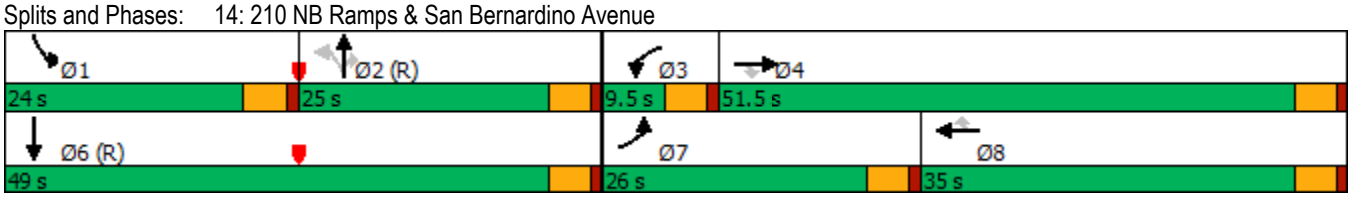


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	531	609	171	37	473	258	117	541	68	266	24	184
Future Volume (vph)	531	609	171	37	473	258	117	541	68	266	24	184
Ideal Flow (vphpl)	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	300		0	0		0	150		70	0		0
Storage Lanes	2		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.867	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	2949	1800	1530	1615	1800	1530	1615	3420	1530	1615	1561	0
Flt Permitted	0.950			0.950			0.621			0.950		
Satd. Flow (perm)	2949	1800	1530	1615	1800	1530	1056	3420	1530	1615	1561	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			177			272			149		194	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		709			2232			344			268	
Travel Time (s)		16.1			50.7			7.8			6.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	559	641	180	39	498	272	123	569	72	280	25	194
Shared Lane Traffic (%)												
Lane Group Flow (vph)	559	641	180	39	498	272	123	569	72	280	219	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.24	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases			4			8	2		2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	
Total Split (s)	26.0	51.5	51.5	9.5	35.0	35.0	25.0	25.0	25.0	24.0	49.0	
Total Split (%)	23.6%	46.8%	46.8%	8.6%	31.8%	31.8%	22.7%	22.7%	22.7%	21.8%	44.5%	
Maximum Green (s)	21.5	47.0	47.0	5.0	30.5	30.5	20.5	20.5	20.5	19.5	44.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0		0	
Act Effct Green (s)	21.5	50.8	50.8	5.0	30.5	30.5	20.5	20.5	20.5	19.5	44.5	
Actuated g/C Ratio	0.20	0.46	0.46	0.05	0.28	0.28	0.19	0.19	0.19	0.18	0.40	
v/c Ratio	0.97	0.77	0.22	0.53	1.00	0.44	0.63	0.89	0.18	0.98	0.29	
Control Delay	75.5	33.6	3.8	77.6	80.4	6.2	56.8	61.6	1.0	94.3	5.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	75.5	33.6	3.8	77.6	80.4	6.2	56.8	61.6	1.0	94.3	5.4	
LOS	E	C	A	E	F	A	E	E	A	F	A	
Approach Delay		46.7			55.3			55.1			55.3	
Approach LOS		D			E			E			E	

Intersection Summary	
Area Type: Other	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 51.8	Intersection LOS: D
Intersection Capacity Utilization 91.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 14: 210 NB Ramps & San Bernardino Avenue



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	220	116	3	7	7
Future Volume (vph)	3	220	116	3	7	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997			0.850
Flt Protected		0.999			0.950	
Satd. Flow (prot)	0	1898	1894	0	1805	1615
Flt Permitted		0.999			0.950	
Satd. Flow (perm)	0	1898	1894	0	1805	1615
Link Speed (mph)		30	30		30	
Link Distance (ft)		1636	441		315	
Travel Time (s)		37.2	10.0		7.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	3	232	122	3	7	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	235	125	0	7	7
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 24.0%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	229	121	11	27	0
Future Volume (vph)	0	229	121	11	27	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.988			
Flt Protected					0.950	
Satd. Flow (prot)	0	1900	1877	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1900	1877	0	1805	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		441	580		365	
Travel Time (s)		10.0	13.2		8.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	241	127	12	28	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	241	139	0	28	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 22.1%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	254	132	6	14	0
Future Volume (vph)	0	254	132	6	14	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994			
Flt Protected					0.950	
Satd. Flow (prot)	0	1900	1889	0	1805	1900
Flt Permitted					0.950	
Satd. Flow (perm)	0	1900	1889	0	1805	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		580	300		152	
Travel Time (s)		13.2	6.8		3.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	267	139	6	15	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	267	145	0	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 23.4%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	1021	608	0
Future Volume (vph)	0	0	0	1021	608	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1900	0	1900	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1900	0	1900	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	317			310	6690	
Travel Time (s)	7.2			7.0	152.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	1075	640	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1075	640	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.1%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	27	0	935	952	0
Future Volume (vph)	0	27	0	935	952	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1644	0	1900	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1644	0	1900	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	368			290	460	
Travel Time (s)	8.4			6.6	10.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	28	0	984	1002	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	28	0	984	1002	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 60.1%	ICU Level of Service B
Analysis Period (min) 15	

Lanes, Volumes, Timings
1: California Street & I-10 WB Ramps

01/30/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	266	3	166	626	572	0	0	571	737
Future Volume (vph)	0	0	0	266	3	166	626	572	0	0	571	737
Ideal Flow (vphpl)	1900	1900	1900	1700	1800	1800	1600	1800	1800	1700	1800	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frt					0.853							0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1615	1535	0	2949	3420	0	0	4914	1615
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1615	1535	0	2949	3420	0	0	4914	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					175							544
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1502			1273			312			1245	
Travel Time (s)		34.1			28.9			7.1			28.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	280	3	175	659	602	0	0	601	776
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	280	178	0	659	602	0	0	601	776
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.15	1.07	1.07	1.24	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2			2	1
Detector Template				Left	Thru		Left	Thru			Thru	Right
Leading Detector (ft)				20	100		20	100			100	20
Trailing Detector (ft)				0	0		0	0			0	0
Detector 1 Position(ft)				0	0		0	0			0	0
Detector 1 Size(ft)				20	6		20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8								6
Detector Phase				8	8		5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0		5.0	5.0			5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				22.5	22.5		9.5	22.5			22.5	22.5
Total Split (s)				22.5	22.5		23.0	52.5			29.5	29.5
Total Split (%)				30.0%	30.0%		30.7%	70.0%			39.3%	39.3%
Maximum Green (s)				18.0	18.0		18.5	48.0			25.0	25.0
Yellow Time (s)				3.5	3.5		3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0		1.0	1.0			1.0	1.0
Lost Time Adjust (s)				0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)				4.5	4.5		4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0		3.0	3.0			3.0	3.0
Recall Mode				None	None		None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0			7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0			0			0	0
Act Effct Green (s)				16.3	16.3		18.8	49.7			26.4	26.4
Actuated g/C Ratio				0.22	0.22		0.25	0.66			0.35	0.35
v/c Ratio				0.80	0.38		0.89	0.27			0.35	0.84
Control Delay				45.6	7.0		44.4	5.8			19.1	17.4
Queue Delay				0.0	0.0		0.0	0.4			0.0	0.0
Total Delay				45.6	7.0		44.4	6.2			19.1	17.4
LOS				D	A		D	A			B	B
Approach Delay					30.6			26.1			18.2	
Approach LOS					C			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 23.2 Intersection LOS: C
Intersection Capacity Utilization 121.9% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 1: California Street & I-10 WB Ramps

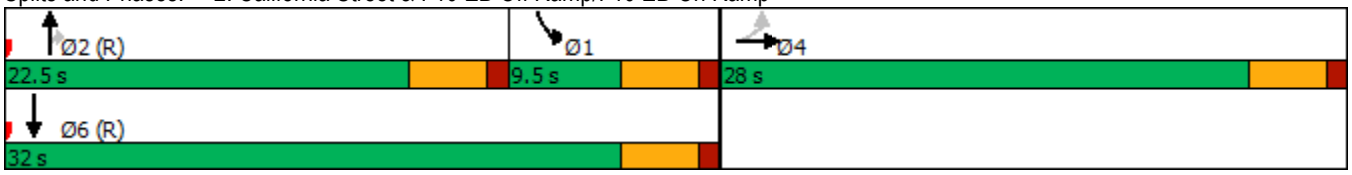
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	576	8	508	0	0	0	0	692	320	97	531	0
Future Volume (vph)	576	8	508	0	0	0	0	692	320	97	531	0
Ideal Flow (vphpl)	1700	1800	1800	1900	1900	1900	1900	1800	1800	1600	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.95	1.00
Frt		0.852							0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1615	1534	0	0	0	0	0	4914	1530	2949	3610	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1615	1534	0	0	0	0	0	4914	1530	2949	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		222							337			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1514			1294			812			312	
Travel Time (s)		34.4			29.4			18.5			7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	606	8	535	0	0	0	0	728	337	102	559	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	606	543	0	0	0	0	0	728	337	102	559	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.00	1.00	1.00	1.00	1.07	1.07	1.24	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2			
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	28.0	28.0						22.5	22.5	9.5	32.0	
Total Split (%)	46.7%	46.7%						37.5%	37.5%	15.8%	53.3%	
Maximum Green (s)	23.5	23.5						18.0	18.0	5.0	27.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)	23.5	23.5						19.9	19.9	5.0	27.5	
Actuated g/C Ratio	0.39	0.39						0.33	0.33	0.08	0.46	
v/c Ratio	0.96	0.74						0.45	0.46	0.42	0.34	
Control Delay	48.3	16.6						17.5	4.7	31.7	11.1	
Queue Delay	0.0	0.0						0.0	0.0	0.0	0.0	
Total Delay	48.3	16.6						17.5	4.7	31.7	11.1	
LOS	D	B						B	A	C	B	
Approach Delay		33.3						13.5			14.3	
Approach LOS		C						B			B	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 21.6 Intersection LOS: C
Intersection Capacity Utilization 121.9% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 2: California Street & I-10 EB Off Ramp/I-10 EB On Ramp



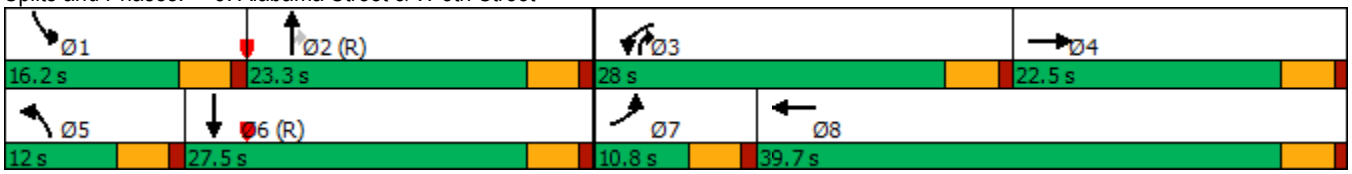
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	258	64	425	732	148	76	209	269	202	496	70
Future Volume (vph)	30	258	64	425	732	148	76	209	269	202	496	70
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.970			0.975				0.850		0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3317	0	1615	3334	0	1615	3420	1530	1615	3355	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3317	0	1615	3334	0	1615	3420	1530	1615	3355	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			31				166		17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1908			2750			621			1649	
Travel Time (s)		43.4			62.5			14.1			37.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	32	272	67	447	771	156	80	220	283	213	522	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	339	0	447	927	0	80	220	283	213	596	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	9.5	9.5	22.5	
Total Split (s)	10.8	22.5		28.0	39.7		12.0	23.3	28.0	16.2	27.5	
Total Split (%)	12.0%	25.0%		31.1%	44.1%		13.3%	25.9%	31.1%	18.0%	30.6%	
Maximum Green (s)	6.3	18.0		23.5	35.2		7.5	18.8	23.5	11.7	23.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	6.1	14.6		23.5	36.1		7.9	19.2	47.2	14.7	28.1	
Actuated g/C Ratio	0.07	0.16		0.26	0.40		0.09	0.21	0.52	0.16	0.31	
v/c Ratio	0.29	0.60		1.06	0.68		0.57	0.30	0.32	0.81	0.56	
Control Delay	47.0	36.0		90.4	27.7		56.2	31.3	6.1	63.1	29.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	47.0	36.0		90.4	27.7		56.2	31.3	6.1	63.1	29.3	
LOS	D	D		F	C		E	C	A	E	C	
Approach Delay		36.9			48.1			22.5			38.2	
Approach LOS		D			D			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 39.5 Intersection LOS: D
Intersection Capacity Utilization 72.5% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Alabama Street & W 5th Street

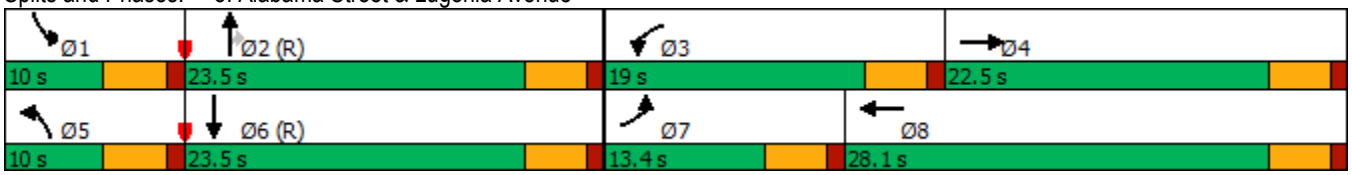


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	79	50	264	306	87	90	426	150	73	497	125
Future Volume (vph)	79	79	50	264	306	87	90	426	150	73	497	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	0		0	200		0	180		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.91	0.91
Frt		0.942			0.967				0.850		0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3401	0	1805	3491	0	1805	3610	1615	1805	5031	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	3401	0	1805	3491	0	1805	3610	1615	1805	5031	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53			51				218		79	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5332			3791			1051			2636	
Travel Time (s)		121.2			86.2			23.9			59.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	83	83	53	278	322	92	95	448	158	77	523	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	136	0	278	414	0	95	448	158	77	655	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	13.4	22.5		19.0	28.1		10.0	23.5	23.5	10.0	23.5	
Total Split (%)	17.9%	30.0%		25.3%	37.5%		13.3%	31.3%	31.3%	13.3%	31.3%	
Maximum Green (s)	8.9	18.0		14.5	23.6		5.5	19.0	19.0	5.5	19.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	7.9	8.3		13.9	14.3		9.4	30.2	30.2	8.6	29.5	
Actuated g/C Ratio	0.11	0.11		0.19	0.19		0.13	0.40	0.40	0.11	0.39	
v/c Ratio	0.44	0.32		0.83	0.59		0.42	0.31	0.20	0.37	0.32	
Control Delay	38.6	20.7		51.9	27.3		35.5	19.4	2.0	35.1	17.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	38.6	20.7		51.9	27.3		35.5	19.4	2.0	35.1	17.1	
LOS	D	C		D	C		D	B	A	D	B	
Approach Delay		27.5			37.2			17.7			19.0	
Approach LOS		C			D			B			B	

Intersection Summary	
Area Type: Other	
Cycle Length: 75	
Actuated Cycle Length: 75	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 24.8	Intersection LOS: C
Intersection Capacity Utilization 51.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: Alabama Street & Lugonia Avenue

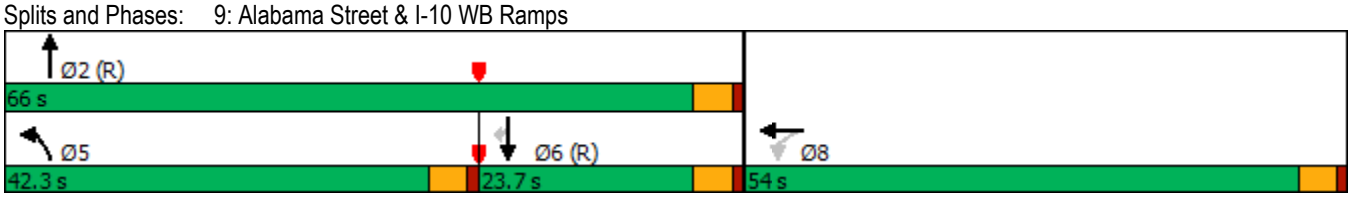


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	336	339	375	485	649	0	0	409	267
Future Volume (vph)	0	0	0	336	339	375	485	649	0	0	409	267
Ideal Flow (vphpl)	1900	1900	1900	1700	1800	1800	1700	1800	1900	1900	1800	1900
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt					0.921							0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1615	1658	0	1615	3420	0	0	3420	1615
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1615	1658	0	1615	3420	0	0	3420	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					56							257
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		918			1093			591			1051	
Travel Time (s)		20.9			24.8			13.4			23.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	354	357	395	511	683	0	0	431	281
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	354	752	0	511	683	0	0	431	281
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.15	1.07	1.07	1.15	1.07	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2			2	1
Detector Template				Left	Thru		Left	Thru			Thru	Right
Leading Detector (ft)				20	100		20	100			100	20
Trailing Detector (ft)				0	0		0	0			0	0
Detector 1 Position(ft)				0	0		0	0			0	0
Detector 1 Size(ft)				20	6		20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8								6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8		5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0		5.0	5.0			5.0	5.0
Minimum Split (s)				22.5	22.5		9.5	22.5			22.5	22.5
Total Split (s)				54.0	54.0		42.3	66.0			23.7	23.7
Total Split (%)				45.0%	45.0%		35.3%	55.0%			19.8%	19.8%
Maximum Green (s)				49.5	49.5		37.8	61.5			19.2	19.2
Yellow Time (s)				3.5	3.5		3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0		1.0	1.0			1.0	1.0
Lost Time Adjust (s)				0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)				4.5	4.5		4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0		3.0	3.0			3.0	3.0
Recall Mode				None	None		None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0			7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0			0			0	0
Act Effct Green (s)				49.5	49.5		37.8	61.5			19.2	19.2
Actuated g/C Ratio				0.41	0.41		0.32	0.51			0.16	0.16
v/c Ratio				0.53	1.05		1.01	0.39			0.79	0.59
Control Delay				30.2	80.1		89.3	24.1			59.8	13.2
Queue Delay				0.0	0.0		0.0	0.0			0.0	0.0
Total Delay				30.2	80.1		89.3	24.1			59.8	13.2
LOS				C	F		F	C			E	B
Approach Delay					64.1			52.0			41.4	
Approach LOS					E			D			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 53.9	Intersection LOS: D
Intersection Capacity Utilization 100.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 9: Alabama Street & I-10 WB Ramps



Lanes, Volumes, Timings
1: California Street & I-10 WB Ramps

01/30/2019

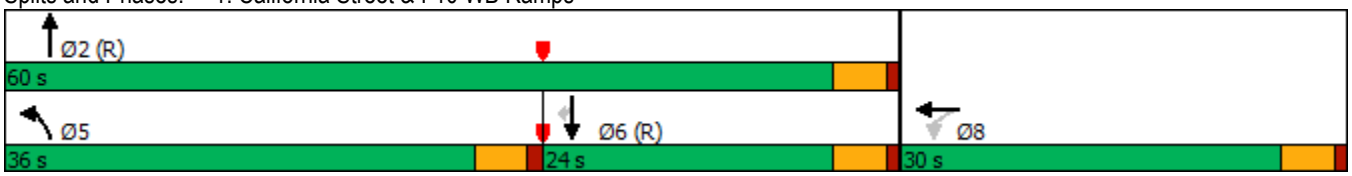
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	389	10	422	498	727	0	0	200	400
Future Volume (vph)	0	0	0	389	10	422	498	727	0	0	200	400
Ideal Flow (vphpl)	1900	1900	1900	1700	1800	1800	1700	1800	1900	1900	1800	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Frt					0.854							0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1615	1537	0	1615	3420	0	0	4914	1615
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1615	1537	0	1615	3420	0	0	4914	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					215							421
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1502			1273			312			1245	
Travel Time (s)		34.1			28.9			7.1			28.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	409	11	444	524	765	0	0	211	421
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	409	455	0	524	765	0	0	211	421
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.15	1.07	1.07	1.15	1.07	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2			2	1
Detector Template				Left	Thru		Left	Thru			Thru	Right
Leading Detector (ft)				20	100		20	100			100	20
Trailing Detector (ft)				0	0		0	0			0	0
Detector 1 Position(ft)				0	0		0	0			0	0
Detector 1 Size(ft)				20	6		20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8								6
Detector Phase				8	8		5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0		5.0	5.0			5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				22.5	22.5		9.5	22.5			22.5	22.5
Total Split (s)				30.0	30.0		36.0	60.0			24.0	24.0
Total Split (%)				33.3%	33.3%		40.0%	66.7%			26.7%	26.7%
Maximum Green (s)				25.5	25.5		31.5	55.5			19.5	19.5
Yellow Time (s)				3.5	3.5		3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0		1.0	1.0			1.0	1.0
Lost Time Adjust (s)				0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)				4.5	4.5		4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0		3.0	3.0			3.0	3.0
Recall Mode				None	None		None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0			7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0			0			0	0
Act Effct Green (s)				24.8	24.8		30.8	56.2			20.9	20.9
Actuated g/C Ratio				0.28	0.28		0.34	0.62			0.23	0.23
v/c Ratio				0.92	0.79		0.95	0.36			0.18	0.60
Control Delay				59.7	26.5		69.1	9.1			28.9	7.3
Queue Delay				0.0	0.0		48.3	0.5			0.0	0.0
Total Delay				59.7	26.5		117.5	9.7			28.9	7.3
LOS				E	C		F	A			C	A
Approach Delay					42.2			53.5			14.5	
Approach LOS					D			D			B	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 41.2 Intersection LOS: D
Intersection Capacity Utilization 95.0% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 1: California Street & I-10 WB Ramps



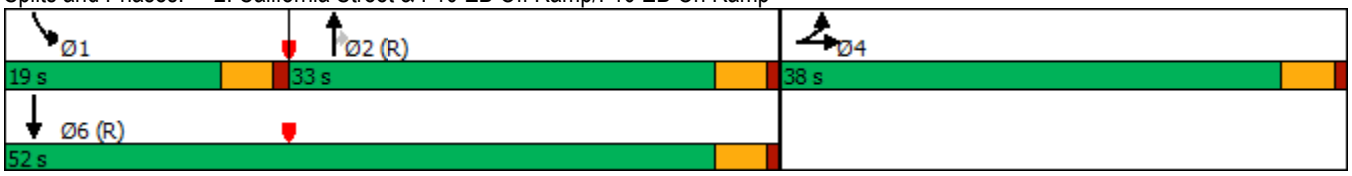
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	374	8	386	0	0	0	0	868	473	289	553	0
Future Volume (vph)	374	8	386	0	0	0	0	868	473	289	553	0
Ideal Flow (vphpl)	1700	1800	1800	1900	1900	1900	1900	1800	1800	1600	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	*0.90	1.00	0.97	*0.90	1.00
Frt		0.853							0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1615	1535	0	0	0	0	0	4860	1530	2949	3420	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1615	1535	0	0	0	0	0	4860	1530	2949	3420	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		259							498			
Link Speed (mph)		50			30			50			50	
Link Distance (ft)		1514			1294			812			312	
Travel Time (s)		20.6			29.4			11.1			4.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	394	8	406	0	0	0	0	914	498	304	582	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	394	414	0	0	0	0	0	914	498	304	582	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.00	1.00	1.00	1.00	1.07	1.07	1.24	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA						NA	Perm	Prot	NA	
Protected Phases	4	4						2		1	6	
Permitted Phases									2			
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	38.0	38.0						33.0	33.0	19.0	52.0	
Total Split (%)	42.2%	42.2%						36.7%	36.7%	21.1%	57.8%	
Maximum Green (s)	33.5	33.5						28.5	28.5	14.5	47.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)	27.4	27.4						35.5	35.5	13.6	53.6	
Actuated g/C Ratio	0.30	0.30						0.39	0.39	0.15	0.60	
v/c Ratio	0.80	0.64						0.48	0.55	0.68	0.29	
Control Delay	41.0	13.7						22.9	4.9	48.6	17.8	
Queue Delay	19.1	0.0						0.0	0.0	0.0	0.4	
Total Delay	60.1	13.7						22.9	4.9	48.6	18.2	
LOS	E	B						C	A	D	B	
Approach Delay		36.4						16.6			28.6	
Approach LOS		D						B			C	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 25.1 Intersection LOS: C
Intersection Capacity Utilization 95.0% ICU Level of Service F
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 2: California Street & I-10 EB Off Ramp/I-10 EB On Ramp



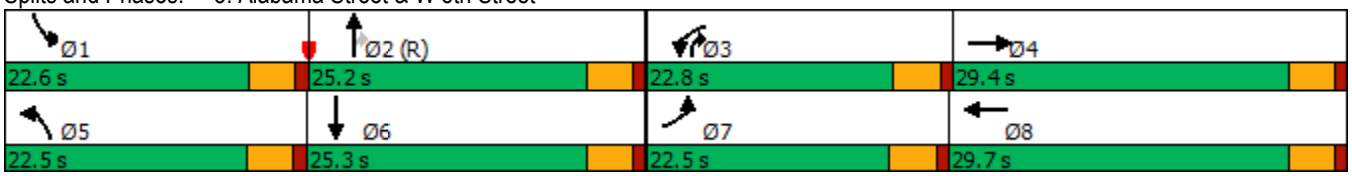
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	739	73	215	317	178	127	616	575	235	344	45
Future Volume (vph)	76	739	73	215	317	178	127	616	575	235	344	45
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.986			0.946				0.850		0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3372	0	1615	3235	0	1615	3420	1530	1615	3362	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3372	0	1615	3235	0	1615	3420	1530	1615	3362	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			103				85		13	
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		1908			2750			621			1649	
Travel Time (s)		26.0			37.5			8.5			22.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	80	778	77	226	334	187	134	648	605	247	362	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	855	0	226	521	0	134	648	605	247	409	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5	22.5	22.5	22.5	
Total Split (s)	22.5	29.4		22.8	29.7		22.5	25.2	22.8	22.6	25.3	
Total Split (%)	22.5%	29.4%		22.8%	29.7%		22.5%	25.2%	22.8%	22.6%	25.3%	
Maximum Green (s)	18.0	24.9		18.3	25.2		18.0	20.7	18.3	18.1	20.8	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		Max	C-Max	None	Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	
Act Effct Green (s)	10.3	26.3		16.9	35.0		18.0	20.7	42.1	18.1	20.8	
Actuated g/C Ratio	0.10	0.26		0.17	0.35		0.18	0.21	0.42	0.18	0.21	
v/c Ratio	0.48	0.96		0.83	0.43		0.46	0.92	0.87	0.85	0.58	
Control Delay	51.3	58.8		64.9	22.3		42.6	58.3	37.6	65.9	38.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	51.3	58.8		64.9	22.3		42.6	58.3	37.6	65.9	38.2	
LOS	D	E		E	C		D	E	D	E	D	
Approach Delay		58.1			35.2			47.8			48.6	
Approach LOS		E			D			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 48.0 Intersection LOS: D
Intersection Capacity Utilization 87.4% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 3: Alabama Street & W 5th Street

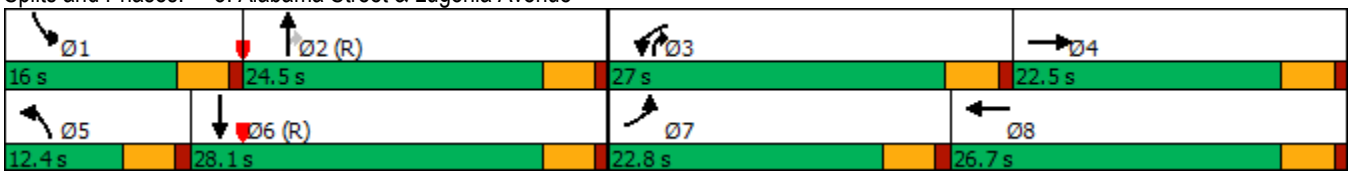


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	239	467	120	351	249	93	83	569	292	180	686	103
Future Volume (vph)	239	467	120	351	249	93	83	569	292	180	686	103
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1900
Storage Length (ft)	220		0	0		0	200		0	180		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.91	0.91
Frt		0.969			0.959				0.850		0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1615	3314	0	1615	3280	0	1615	3420	1530	1615	4816	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1615	3314	0	1615	3280	0	1615	3420	1530	1615	4816	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			57				75		30	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5332			3791			1051			2636	
Travel Time (s)		121.2			86.2			23.9			59.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	252	492	126	369	262	98	87	599	307	189	722	108
Shared Lane Traffic (%)												
Lane Group Flow (vph)	252	618	0	369	360	0	87	599	307	189	830	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.07	1.15	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	9.5	9.5	22.5	
Total Split (s)	22.8	22.5		27.0	26.7		12.4	24.5	27.0	16.0	28.1	
Total Split (%)	25.3%	25.0%		30.0%	29.7%		13.8%	27.2%	30.0%	17.8%	31.2%	
Maximum Green (s)	18.3	18.0		22.5	22.2		7.9	20.0	22.5	11.5	23.6	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	16.9	17.8		22.1	22.9		7.6	20.4	47.0	11.7	26.7	
Actuated g/C Ratio	0.19	0.20		0.25	0.25		0.08	0.23	0.52	0.13	0.30	
v/c Ratio	0.83	0.91		0.93	0.41		0.64	0.77	0.37	0.90	0.57	
Control Delay	57.2	54.0		66.3	25.2		62.3	40.7	10.8	81.8	28.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	57.2	54.0		66.3	25.2		62.3	40.7	10.8	81.8	28.7	
LOS	E	D		E	C		E	D	B	F	C	
Approach Delay		54.9			46.0			33.4			38.5	
Approach LOS		D			D			C			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 42.6	Intersection LOS: D
Intersection Capacity Utilization 82.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 8: Alabama Street & Lugonia Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	245	339	217	449	859	0	0	838	516
Future Volume (vph)	0	0	0	245	339	217	449	859	0	0	838	516
Ideal Flow (vphpl)	1900	1900	1900	1700	1800	1800	1700	1800	1900	1900	1800	1900
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt					0.942							0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1615	1696	0	1615	3420	0	0	3420	1615
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1615	1696	0	1615	3420	0	0	3420	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					33							181
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		918			1093			591			1051	
Travel Time (s)		20.9			24.8			9.0			15.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	258	357	228	473	904	0	0	882	543
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	258	585	0	473	904	0	0	882	543
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.15	1.07	1.07	1.15	1.07	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2			2	1
Detector Template				Left	Thru		Left	Thru			Thru	Right
Leading Detector (ft)				20	100		20	100			100	20
Trailing Detector (ft)				0	0		0	0			0	0
Detector 1 Position(ft)				0	0		0	0			0	0
Detector 1 Size(ft)				20	6		20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA		Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases												6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8		5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0		5.0	5.0			5.0	5.0
Minimum Split (s)				22.5	22.5		9.5	22.5			22.5	22.5
Total Split (s)				35.0	35.0		33.0	65.0			32.0	32.0
Total Split (%)				35.0%	35.0%		33.0%	65.0%			32.0%	32.0%
Maximum Green (s)				30.5	30.5		28.5	60.5			27.5	27.5
Yellow Time (s)				3.5	3.5		3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0		1.0	1.0			1.0	1.0
Lost Time Adjust (s)				0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)				4.5	4.5		4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0		3.0	3.0			3.0	3.0
Recall Mode				None	None		None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0			7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0			0			0	0
Act Effct Green (s)				30.5	30.5		28.5	60.5			27.5	27.5
Actuated g/C Ratio				0.30	0.30		0.28	0.60			0.28	0.28
v/c Ratio				0.52	1.08		1.03	0.44			0.94	0.94
Control Delay				33.4	96.0		86.1	11.4			54.0	50.9
Queue Delay				0.0	0.0		0.0	0.0			0.0	0.0
Total Delay				33.4	96.0		86.1	11.4			54.0	50.9
LOS				C	F		F	B			D	D
Approach Delay					76.9			37.1			52.8	
Approach LOS					E			D			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 52.4	Intersection LOS: D
Intersection Capacity Utilization 103.8%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 9: Alabama Street & I-10 WB Ramps

Lanes, Volumes, Timings
1: California Street & I-10 WB Ramps

01/30/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	370	4	210	643	594	0	0	629	809
Future Volume (vph)	0	0	0	370	4	210	643	594	0	0	629	809
Ideal Flow (vphpl)	1900	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected					0.953		0.950					
Satd. Flow (prot)	0	0	0	0	1811	1615	3502	3610	0	0	5187	1615
Flt Permitted					0.953		0.950					
Satd. Flow (perm)	0	0	0	0	1811	1615	3502	3610	0	0	5187	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						221						583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1502			1273			312			1245	
Travel Time (s)		34.1			28.9			7.1			28.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	389	4	221	677	625	0	0	662	852
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	393	221	677	625	0	0	662	852
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				36.1	36.1	36.1	31.8	83.9			52.1	52.1
Total Split (%)				30.1%	30.1%	30.1%	26.5%	69.9%			43.4%	43.4%
Maximum Green (s)				31.6	31.6	31.6	27.3	79.4			47.6	47.6
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					29.4	29.4	26.1	81.6			51.0	51.0
Actuated g/C Ratio					0.24	0.24	0.22	0.68			0.42	0.42
v/c Ratio					0.89	0.39	0.89	0.25			0.30	0.83
Control Delay					66.2	6.7	60.2	8.0			23.9	18.3
Queue Delay					0.0	0.0	49.8	1.0			0.0	0.0
Total Delay					66.2	6.7	109.9	9.0			23.9	18.3
LOS					E	A	F	A			C	B
Approach Delay					44.8			61.5			20.7	
Approach LOS					D			E			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 40.5 Intersection LOS: D
Intersection Capacity Utilization 165.2% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 1: California Street & I-10 WB Ramps

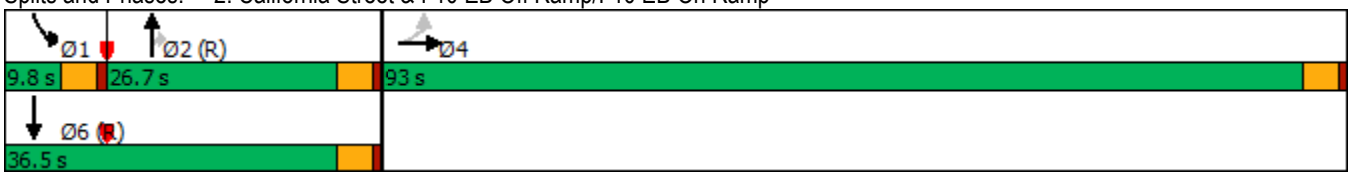
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	627	9	559	0	0	0	0	762	352	107	557	0
Future Volume (vph)	627	9	559	0	0	0	0	762	352	107	557	0
Ideal Flow (vphpl)	1800	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.95	1.00
Frt		0.937							0.850			
Flt Protected		0.974								0.950		
Satd. Flow (prot)	0	1734	0	0	0	0	0	5187	1615	3502	3610	0
Flt Permitted		0.974								0.950		
Satd. Flow (perm)	0	1734	0	0	0	0	0	5187	1615	3502	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45							371			
Link Speed (mph)		30			30			45			30	
Link Distance (ft)		1514			1294			812			312	
Travel Time (s)		34.4			29.4			12.3			7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	660	9	588	0	0	0	0	802	371	113	586	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1257	0	0	0	0	0	802	371	113	586	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2			
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	93.0	93.0						26.7	26.7	9.8	36.5	
Total Split (%)	71.8%	71.8%						20.6%	20.6%	7.6%	28.2%	
Maximum Green (s)	88.5	88.5						22.2	22.2	5.3	32.0	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		88.5						22.2	22.2	5.3	32.0	
Actuated g/C Ratio		0.68						0.17	0.17	0.04	0.25	
v/c Ratio		1.05						0.90	0.64	0.79	0.66	
Control Delay		60.5						66.8	10.0	96.2	47.9	
Queue Delay		0.0						0.0	0.0	0.0	26.5	
Total Delay		60.5						66.8	10.0	96.2	74.4	
LOS		E						E	B	F	E	
Approach Delay		60.5						48.9			77.9	
Approach LOS		E						D			E	

Intersection Summary

Area Type: Other
Cycle Length: 129.5
Actuated Cycle Length: 129.5
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 60.0 Intersection LOS: E
Intersection Capacity Utilization 165.2% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 2: California Street & I-10 EB Off Ramp/I-10 EB On Ramp



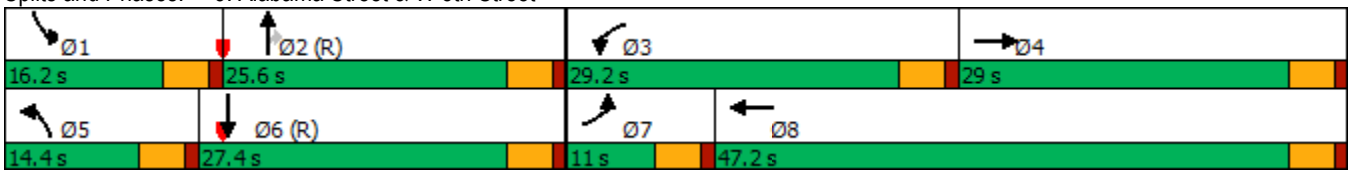
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	293	70	453	809	165	85	233	296	226	538	82
Future Volume (vph)	39	293	70	453	809	165	85	233	296	226	538	82
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.971			0.975				0.850		0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1710	3505	0	1710	3520	0	1710	3610	1615	1805	3538	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1710	3505	0	1710	3520	0	1710	3610	1615	1805	3538	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			30				312		16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1908			2750			621			1649	
Travel Time (s)		43.4			62.5			14.1			37.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	41	308	74	477	852	174	89	245	312	238	566	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	382	0	477	1026	0	89	245	312	238	652	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	11.0	29.0		29.2	47.2		14.4	25.6	25.6	16.2	27.4	
Total Split (%)	11.0%	29.0%		29.2%	47.2%		14.4%	25.6%	25.6%	16.2%	27.4%	
Maximum Green (s)	6.5	24.5		24.7	42.7		9.9	21.1	21.1	11.7	22.9	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	6.3	18.3		24.7	40.9		9.5	21.2	21.2	17.8	31.7	
Actuated g/C Ratio	0.06	0.18		0.25	0.41		0.10	0.21	0.21	0.18	0.32	
v/c Ratio	0.38	0.58		1.13	0.71		0.55	0.32	0.53	0.74	0.58	
Control Delay	55.4	37.2		120.6	27.0		55.8	34.7	7.6	56.8	32.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	55.4	37.2		120.6	27.0		55.8	34.7	7.6	56.8	32.8	
LOS	E	D		F	C		E	C	A	E	C	
Approach Delay		39.0			56.7			24.5			39.2	
Approach LOS		D			E			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 44.0 Intersection LOS: D
Intersection Capacity Utilization 74.3% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3: Alabama Street & W 5th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	134	3	291	48	48	405	198	468	6	19	872	250
Future Volume (vph)	134	3	291	48	48	405	198	468	6	19	872	250
Ideal Flow (vphpl)	1700	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.879			0.998			0.967	
Flt Protected	0.950				0.995		0.950			0.950		
Satd. Flow (prot)	3133	1900	1615	0	3157	0	1710	3603	0	1805	3491	0
Flt Permitted	0.950				0.922		0.950			0.950		
Satd. Flow (perm)	3133	1900	1615	0	2926	0	1710	3603	0	1805	3491	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			246		320			2			50	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1074			950			5792			621	
Travel Time (s)		24.4			21.6			131.6			14.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	141	3	306	51	51	426	208	493	6	20	918	263
Shared Lane Traffic (%)												
Lane Group Flow (vph)	141	3	306	0	528	0	208	499	0	20	1181	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Prot	Perm	NA		Prot	NA		Prot	NA	
Protected Phases	7	4	4		8		5	2		1	6	
Permitted Phases				8								
Detector Phase	7	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	10.0	32.5	32.5	22.5	22.5		16.0	38.0		9.5	31.5	
Total Split (%)	12.5%	40.6%	40.6%	28.1%	28.1%		20.0%	47.5%		11.9%	39.4%	
Maximum Green (s)	5.5	28.0	28.0	18.0	18.0		11.5	33.5		5.0	27.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0	0	0			0			0	
Act Effct Green (s)	5.5	22.1	22.1		12.1		13.5	44.7		5.9	31.0	
Actuated g/C Ratio	0.07	0.28	0.28		0.15		0.17	0.56		0.07	0.39	
v/c Ratio	0.66	0.01	0.49		0.74		0.72	0.25		0.15	0.85	
Control Delay	52.1	18.0	8.0		18.6		48.4	11.3		37.6	31.0	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay	52.1	18.0	8.0		18.6		48.4	11.3		37.6	31.0	
LOS	D	B	A		B		D	B		D	C	
Approach Delay		21.9			18.6			22.2			31.1	
Approach LOS		C			B			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 25.2 Intersection LOS: C
Intersection Capacity Utilization 78.8% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 4: Alabama Street & 3rd Street

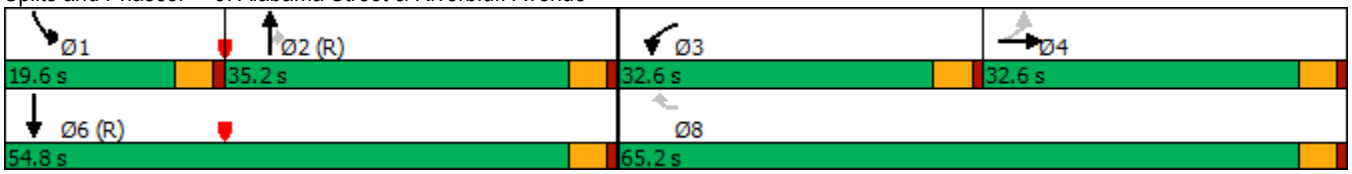
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	35	0	37	0	592	29	44	1071	0
Future Volume (vph)	0	0	0	35	0	37	0	592	29	44	1071	0
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1900	0	1710	0	1615	0	1900	1615	1805	1900	0
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	1900	0	1710	0	1615	0	1900	1615	1805	1900	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						55			95			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		416			1617			460			310	
Travel Time (s)		9.5			36.8			10.5			7.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	37	0	39	0	623	31	46	1127	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	37	0	39	0	623	31	46	1127	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1		1		2	1	1	2	
Detector Template	Left	Thru		Left		Right		Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20		20		100	20	20	100	
Trailing Detector (ft)	0	0		0		0		0	0	0	0	
Detector 1 Position(ft)	0	0		0		0		0	0	0	0	
Detector 1 Size(ft)	20	6		20		20		6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type				Prot		Perm		NA	Perm	Prot	NA	
Protected Phases		4		3				2		1	6	
Permitted Phases	4					8			2			
Detector Phase	4	4		3		8		2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0		5.0		5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5		22.5		22.5	22.5	9.5	22.5	
Total Split (s)	32.6	32.6		32.6		65.2		35.2	35.2	19.6	54.8	
Total Split (%)	27.2%	27.2%		27.2%		54.3%		29.3%	29.3%	16.3%	45.7%	
Maximum Green (s)	28.1	28.1		28.1		60.7		30.7	30.7	15.1	50.3	
Yellow Time (s)	3.5	3.5		3.5		3.5		3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0		1.0		1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5		4.5		4.5		4.5	4.5	4.5	4.5	
Lead/Lag	Lag	Lag		Lead				Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes				Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0		3.0		3.0	3.0	3.0	3.0	
Recall Mode	None	None		None		None		C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0		7.0		7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0		11.0		11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0		0		0	0		0	
Act Effct Green (s)				8.1		7.8		97.1	97.1	8.5	109.0	
Actuated g/C Ratio				0.07		0.06		0.81	0.81	0.07	0.91	
v/c Ratio				0.32		0.25		0.41	0.02	0.36	0.65	
Control Delay				59.9		11.3		6.1	0.0	60.4	4.8	
Queue Delay				0.0		0.0		0.0	0.0	0.0	0.0	
Total Delay				59.9		11.3		6.1	0.0	60.4	4.8	
LOS				E		B		A	A	E	A	
Approach Delay					35.0			5.8			7.0	
Approach LOS					C			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 7.7 Intersection LOS: A
Intersection Capacity Utilization 66.8% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 5: Alabama Street & Riverbluff Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	10	13	20	11	8	17	632	28	14	912	128
Future Volume (vph)	28	10	13	20	11	8	17	632	28	14	912	128
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.961			0.971			0.994			0.982	
Flt Protected		0.974			0.975		0.950			0.950		
Satd. Flow (prot)	0	3379	0	0	3418	0	1710	1889	0	1805	1866	0
Flt Permitted		0.810			0.810		0.950			0.950		
Satd. Flow (perm)	0	2810	0	0	2839	0	1710	1889	0	1805	1866	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			8			2			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			825			2693			290	
Travel Time (s)		6.8			18.8			61.2			6.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	29	11	14	21	12	8	18	665	29	15	960	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	54	0	0	41	0	18	694	0	15	1095	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	44.5	44.5		44.5	44.5		31.5	44.0		31.5	44.0	
Total Split (%)	37.1%	37.1%		37.1%	37.1%		26.3%	36.7%		26.3%	36.7%	
Maximum Green (s)	40.0	40.0		40.0	40.0		27.0	39.5		27.0	39.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		7.2			7.2		6.9	101.9		6.6	101.7	
Actuated g/C Ratio		0.06			0.06		0.06	0.85		0.06	0.85	
v/c Ratio		0.30			0.23		0.18	0.43		0.15	0.69	
Control Delay		46.1			48.1		57.6	4.6		56.9	8.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		46.1			48.1		57.6	4.6		56.9	8.9	
LOS		D			D		E	A		E	A	
Approach Delay		46.1			48.1			5.9			9.6	
Approach LOS		D			D			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 10.1 Intersection LOS: B
Intersection Capacity Utilization 71.6% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 6: Alabama Street & Palmetto Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	212	45	218	482	120	187	324	154	125	638	110
Future Volume (vph)	72	212	45	218	482	120	187	324	154	125	638	110
Ideal Flow (vphpl)	1800	1900	1900	1700	1900	1900	1800	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	250		0	170		0	260		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1710	5187	1615	3133	3610	1615	1710	3610	1615	1805	3531	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1710	5187	1615	3133	3610	1615	1710	3610	1615	1805	3531	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164			164			164		28	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5507			2072			2636			2693	
Travel Time (s)		125.2			47.1			59.9			61.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	76	223	47	229	507	126	197	341	162	132	672	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	223	47	229	507	126	197	341	162	132	788	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.15	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	14.0	24.0	24.0	14.0	24.0	
Total Split (%)	13.6%	32.1%	32.1%	13.6%	32.1%	32.1%	20.0%	34.3%	34.3%	20.0%	34.3%	
Maximum Green (s)	5.0	18.0	18.0	5.0	18.0	18.0	9.5	19.5	19.5	9.5	19.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	5.0	14.7	14.7	5.0	16.6	16.6	10.4	25.6	25.6	8.9	21.9	
Actuated g/C Ratio	0.07	0.21	0.21	0.07	0.24	0.24	0.15	0.37	0.37	0.13	0.31	
v/c Ratio	0.62	0.21	0.10	1.03	0.59	0.25	0.77	0.26	0.23	0.58	0.70	
Control Delay	56.1	22.2	0.4	103.9	26.8	3.4	52.5	18.8	4.7	39.1	25.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	56.1	22.2	0.4	103.9	26.8	3.4	52.5	18.8	4.7	39.1	25.6	
LOS	E	C	A	F	C	A	D	B	A	D	C	
Approach Delay		26.7			43.8			25.0			27.6	
Approach LOS		C			D			C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 31.8	Intersection LOS: C
Intersection Capacity Utilization 64.6%	ICU Level of Service C
Analysis Period (min) 15	

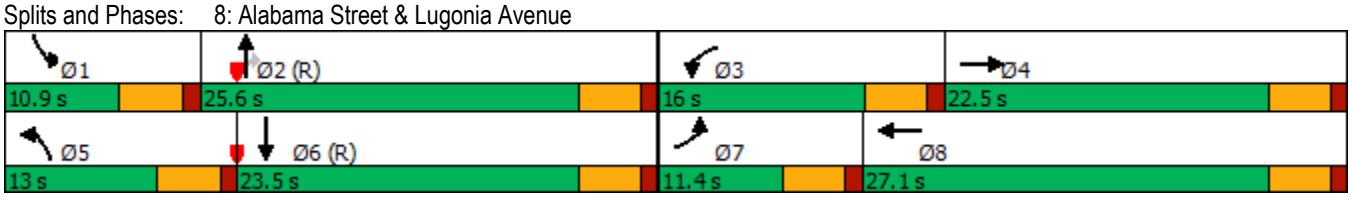
Splits and Phases: 7: Alabama Street & San Bernardino Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	88	57	391	559	101	132	581	206	85	582	182
Future Volume (vph)	87	88	57	391	559	101	132	581	206	85	582	182
Ideal Flow (vphpl)	1800	1900	1900	1700	1900	1900	1800	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	0		0	200		0	180		0
Storage Lanes	1		0	2		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.91	0.91
Frt		0.941			0.977				0.850		0.964	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1710	3397	0	3133	3527	0	1710	3610	1615	1805	5000	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1710	3397	0	3133	3527	0	1710	3610	1615	1805	5000	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		60			28				218		101	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5332			3791			1051			2636	
Travel Time (s)		121.2			86.2			23.9			59.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	92	93	60	412	588	106	139	612	217	89	613	192
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	153	0	412	694	0	139	612	217	89	805	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.15	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	11.4	22.5		16.0	27.1		13.0	25.6	25.6	10.9	23.5	
Total Split (%)	15.2%	30.0%		21.3%	36.1%		17.3%	34.1%	34.1%	14.5%	31.3%	
Maximum Green (s)	6.9	18.0		11.5	22.6		8.5	21.1	21.1	6.4	19.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	6.7	14.3		11.5	21.2		9.0	26.4	26.4	6.9	22.3	
Actuated g/C Ratio	0.09	0.19		0.15	0.28		0.12	0.35	0.35	0.09	0.30	
v/c Ratio	0.60	0.22		0.86	0.68		0.68	0.48	0.31	0.54	0.52	
Control Delay	50.7	15.4		50.4	26.8		50.9	22.7	4.7	46.1	21.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	50.7	15.4		50.4	26.8		50.9	22.7	4.7	46.1	21.4	
LOS	D	B		D	C		D	C	A	D	C	
Approach Delay		28.7			35.6			22.7			23.8	
Approach LOS		C			D			C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 75	
Actuated Cycle Length: 75	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 27.9	Intersection LOS: C
Intersection Capacity Utilization 61.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Alabama Street & Lugonia Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	327	388	409	631	886	0	0	1033	563
Future Volume (vph)	0	0	0	327	388	409	631	886	0	0	1033	563
Ideal Flow (vphpl)	1900	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	*1.00	1.00	1.00	*1.00	1.00
Frt						0.850						0.850
Flt Protected					0.978		0.950					
Satd. Flow (prot)	0	0	0	0	1858	1615	1805	3800	0	0	3800	1615
Flt Permitted					0.978		0.950					
Satd. Flow (perm)	0	0	0	0	1858	1615	1805	3800	0	0	3800	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						134						144
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		918			1093			591			1051	
Travel Time (s)		20.9			24.8			13.4			23.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	344	408	431	664	933	0	0	1087	593
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	752	431	664	933	0	0	1087	593
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				45.0	45.0	45.0	39.0	75.0			36.0	36.0
Total Split (%)				37.5%	37.5%	37.5%	32.5%	62.5%			30.0%	30.0%
Maximum Green (s)				40.5	40.5	40.5	34.5	70.5			31.5	31.5
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					40.5	40.5	34.5	70.5			31.5	31.5
Actuated g/C Ratio					0.34	0.34	0.29	0.59			0.26	0.26
v/c Ratio					1.20	0.68	1.28	0.42			1.09	1.12
Control Delay					140.5	29.3	177.3	14.2			98.2	107.6
Queue Delay					0.0	0.0	0.0	0.5			0.0	0.0
Total Delay					140.5	29.3	177.3	14.7			98.2	107.6
LOS					F	C	F	B			F	F
Approach Delay					100.0			82.3			101.5	
Approach LOS					F			F			F	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.28	
Intersection Signal Delay: 94.2	Intersection LOS: F
Intersection Capacity Utilization 119.6%	ICU Level of Service H
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 9: Alabama Street & I-10 WB Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	508	17	702	0	0	0	0	1039	184	161	703	0
Future Volume (vph)	508	17	702	0	0	0	0	1039	184	161	703	0
Ideal Flow (vphpl)	1800	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.914							0.850			
Flt Protected		0.980								0.950		
Satd. Flow (prot)	0	3234	0	0	0	0	0	3610	1615	1805	3610	0
Flt Permitted		0.980								0.950		
Satd. Flow (perm)	0	3234	0	0	0	0	0	3610	1615	1805	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		166							194			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		898			623			1369			591	
Travel Time (s)		20.4			14.2			31.1			13.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	535	18	739	0	0	0	0	1094	194	169	740	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1292	0	0	0	0	0	1094	194	169	740	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	39.0	39.0						36.0	36.0	15.0	51.0	
Total Split (%)	43.3%	43.3%						40.0%	40.0%	16.7%	56.7%	
Maximum Green (s)	34.5	34.5						31.5	31.5	10.5	46.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		34.5						31.7	31.7	10.3	46.5	
Actuated g/C Ratio		0.38						0.35	0.35	0.11	0.52	
v/c Ratio		1.01dr						0.86	0.28	0.82	0.40	
Control Delay		41.8						35.7	4.3	69.7	14.0	
Queue Delay		0.0						0.0	0.0	0.0	0.0	
Total Delay		41.8						35.7	4.3	69.7	14.0	
LOS		D						D	A	E	B	
Approach Delay		41.8						31.0			24.4	
Approach LOS		D						C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 33.3	Intersection LOS: C
Intersection Capacity Utilization 119.6%	ICU Level of Service H
Analysis Period (min) 15	
dr Defacto Right Lane. Recode with 1 though lane as a right lane.	

Splits and Phases: 10: Alabama Street & I-10 EB Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	525	589	1104	1174	0	0	0	0	303	0	312
Future Volume (vph)	0	525	589	1104	1174	0	0	0	0	303	0	312
Ideal Flow (vphpl)	1900	1900	1900	1700	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		220	0		0	0		0	0		0
Storage Lanes	0		1	2		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected				0.950							0.950	
Satd. Flow (prot)	0	3610	1615	3133	3610	0	0	0	0	0	1805	1615
Flt Permitted				0.950							0.950	
Satd. Flow (perm)	0	3610	1615	3133	3610	0	0	0	0	0	1805	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			412									95
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2750			477			659			386	
Travel Time (s)		62.5			10.8			15.0			8.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	553	620	1162	1236	0	0	0	0	319	0	328
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	553	620	1162	1236	0	0	0	0	0	319	328
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.15	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		6	20	20	6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases			4							6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4	4	3	8					6	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	9.5	22.5					22.5	22.5	22.5
Total Split (s)		25.0	25.0	40.0	65.0					25.0	25.0	25.0
Total Split (%)		27.8%	27.8%	44.4%	72.2%					27.8%	27.8%	27.8%
Maximum Green (s)		20.5	20.5	35.5	60.5					20.5	20.5	20.5
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0						0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5						4.5	4.5
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Recall Mode		None	None	None	None					C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0					7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0					0	0	0
Act Effct Green (s)		19.8	19.8	35.1	59.4						21.6	21.6
Actuated g/C Ratio		0.22	0.22	0.39	0.66						0.24	0.24
v/c Ratio		0.70	0.92	0.95	0.52						0.74	0.71
Control Delay		37.5	31.9	44.0	8.7						44.0	32.6
Queue Delay		0.0	0.0	1.5	0.7						0.0	0.0
Total Delay		37.5	31.9	45.5	9.4						44.0	32.6
LOS		D	C	D	A						D	C
Approach Delay		34.5			26.9						38.2	
Approach LOS		C			C						D	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2: and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 30.8	Intersection LOS: C
Intersection Capacity Utilization 99.7%	ICU Level of Service F
Analysis Period (min) 15	

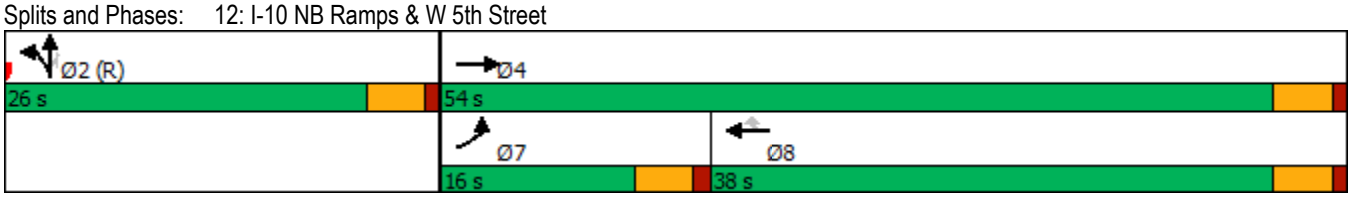
Splits and Phases: 11: 210 SB Ramps & W 5th Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	149	531	0	0	1738	575	498	6	413	0	0	0
Future Volume (vph)	149	531	0	0	1738	575	498	6	413	0	0	0
Ideal Flow (vphpl)	1800	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	0		360	0		0	0		0
Storage Lanes	1		0	0		1	1		2	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.95	0.95	0.88	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.953				
Satd. Flow (prot)	1710	3610	0	0	5187	1615	1715	1720	2842	0	0	0
Flt Permitted	0.950						0.950	0.953				
Satd. Flow (perm)	1710	3610	0	0	5187	1615	1715	1720	2842	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						605			435			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		477			2099			595			477	
Travel Time (s)		10.8			47.7			13.5			10.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	157	559	0	0	1829	605	524	6	435	0	0	0
Shared Lane Traffic (%)							49%					
Lane Group Flow (vph)	157	559	0	0	1829	605	267	263	435	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm			
Protected Phases	7	4			8		2	2				
Permitted Phases						8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4			8	8	2	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
Minimum Split (s)	9.5	22.5			22.5	22.5	22.5	22.5	22.5			
Total Split (s)	16.0	54.0			38.0	38.0	26.0	26.0	26.0			
Total Split (%)	20.0%	67.5%			47.5%	47.5%	32.5%	32.5%	32.5%			
Maximum Green (s)	11.5	49.5			33.5	33.5	21.5	21.5	21.5			
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.5	4.5			4.5	4.5	4.5	4.5	4.5			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	None			None	None	C-Max	C-Max	C-Max			
Walk Time (s)		7.0			7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)		0			0	0	0	0	0			
Act Effct Green (s)	10.6	49.5			34.4	34.4	21.5	21.5	21.5			
Actuated g/C Ratio	0.13	0.62			0.43	0.43	0.27	0.27	0.27			
v/c Ratio	0.69	0.25			0.82	0.58	0.58	0.57	0.40			
Control Delay	49.9	7.2			24.2	4.0	31.3	31.0	3.8			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	49.9	7.2			24.2	4.0	31.3	31.0	3.8			
LOS	D	A			C	A	C	C	A			
Approach Delay		16.6			19.2			18.8				
Approach LOS		B			B			B				

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 18.7	Intersection LOS: B
Intersection Capacity Utilization 99.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 12: I-10 NB Ramps & W 5th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	260	27	104	429	472	21	9	32	352	299	404
Future Volume (vph)	66	260	27	104	429	472	21	9	32	352	299	404
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	0		0	230		0	100		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.914	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1710	3610	1615	1710	1900	1615	1710	1900	1615	1805	3300	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1710	3610	1615	1710	1900	1615	1710	1900	1615	1805	3300	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			177			497			177		338	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2072			709			529			237	
Travel Time (s)		47.1			16.1			12.0			5.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	69	274	28	109	452	497	22	9	34	371	315	425
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	274	28	109	452	497	22	9	34	371	740	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	14.0	37.1	37.1	19.9	43.0	43.0	10.4	24.0	24.0	39.0	52.6	
Total Split (%)	11.7%	30.9%	30.9%	16.6%	35.8%	35.8%	8.7%	20.0%	20.0%	32.5%	43.8%	
Maximum Green (s)	9.5	32.6	32.6	15.4	38.5	38.5	5.9	19.5	19.5	34.5	48.1	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	8.6	28.5	28.5	12.4	34.4	34.4	6.1	32.1	32.1	29.0	59.1	
Actuated g/C Ratio	0.07	0.24	0.24	0.10	0.29	0.29	0.05	0.27	0.27	0.24	0.49	
v/c Ratio	0.56	0.32	0.05	0.62	0.83	0.61	0.26	0.02	0.06	0.85	0.41	
Control Delay	71.3	37.7	0.2	66.2	53.4	6.1	62.3	41.4	0.2	61.6	12.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	71.3	37.7	0.2	66.2	53.4	6.1	62.3	41.4	0.2	61.6	12.5	
LOS	E	D	A	E	D	A	E	D	A	E	B	
Approach Delay		41.1			32.5			26.9			28.9	
Approach LOS		D			C			C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 32.1	Intersection LOS: C
Intersection Capacity Utilization 64.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 13: 210 SB Ramps & San Bernardino Avenue

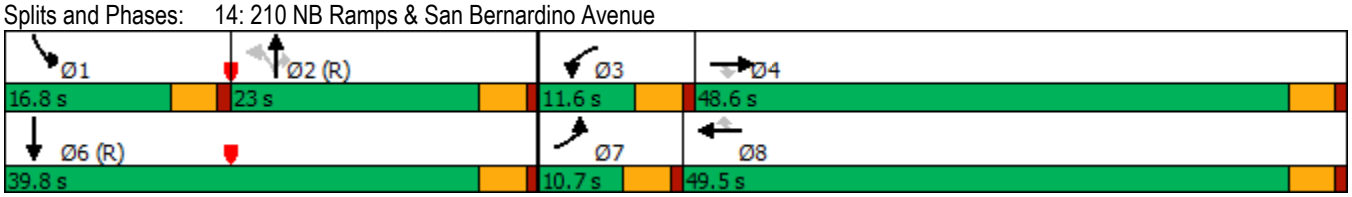
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	162	459	198	44	835	418	70	394	31	203	13	158
Future Volume (vph)	162	459	198	44	835	418	70	394	31	203	13	158
Ideal Flow (vphpl)	1700	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	0		0	150		70	0		0
Storage Lanes	2		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.862	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3133	1900	1615	1710	1900	1615	1710	3610	1615	1805	1638	0
Flt Permitted	0.950			0.950			0.644			0.950		
Satd. Flow (perm)	3133	1900	1615	1710	1900	1615	1159	3610	1615	1805	1638	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			208			360			115		166	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		709			2232			344			268	
Travel Time (s)		16.1			50.7			7.8			6.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	171	483	208	46	879	440	74	415	33	214	14	166
Shared Lane Traffic (%)												
Lane Group Flow (vph)	171	483	208	46	879	440	74	415	33	214	180	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases			4			8	2		2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	
Total Split (s)	10.7	48.6	48.6	11.6	49.5	49.5	23.0	23.0	23.0	16.8	39.8	
Total Split (%)	10.7%	48.6%	48.6%	11.6%	49.5%	49.5%	23.0%	23.0%	23.0%	16.8%	39.8%	
Maximum Green (s)	6.2	44.1	44.1	7.1	45.0	45.0	18.5	18.5	18.5	12.3	35.3	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0		0	
Act Effct Green (s)	6.2	48.7	48.7	6.7	45.0	45.0	18.5	18.5	18.5	12.3	35.3	
Actuated g/C Ratio	0.06	0.49	0.49	0.07	0.45	0.45	0.18	0.18	0.18	0.12	0.35	
v/c Ratio	0.88	0.52	0.23	0.40	1.03	0.48	0.35	0.62	0.08	0.96	0.26	
Control Delay	87.6	21.4	3.1	55.1	66.8	5.6	40.8	42.2	0.4	97.2	5.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	87.6	21.4	3.1	55.1	66.8	5.6	40.8	42.2	0.4	97.2	5.6	
LOS	F	C	A	E	E	A	D	D	A	F	A	
Approach Delay		30.1			46.7			39.4			55.3	
Approach LOS		C			D			D			E	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 42.0 Intersection LOS: D
Intersection Capacity Utilization 86.3% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 14: 210 NB Ramps & San Bernardino Avenue



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3610	3610	0	1900	1900
Flt Permitted						
Satd. Flow (perm)	0	3610	3610	0	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		1636	441		315	
Travel Time (s)		37.2	10.0		7.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3610	3610	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	3610	3610	0	1900	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		441	580		365	
Travel Time (s)		10.0	13.2		8.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 0.0%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3610	3610	0	1900	1900
Flt Permitted						
Satd. Flow (perm)	0	3610	3610	0	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		580	300		152	
Travel Time (s)		13.2	6.8		3.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 0.0%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1900	0	1900	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1900	0	1900	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	368			290	460	
Travel Time (s)	8.4			6.6	10.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1900	0	1900	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1900	0	1900	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	317			310	898	
Travel Time (s)	7.2			7.0	20.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lanes, Volumes, Timings
1: California Street & I-10 WB Ramps

01/30/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	428	11	465	724	1095	0	0	476	931
Future Volume (vph)	0	0	0	428	11	465	724	1095	0	0	476	931
Ideal Flow (vphpl)	1900	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected					0.954		0.950					
Satd. Flow (prot)	0	0	0	0	1813	1615	3502	3610	0	0	5187	1615
Flt Permitted					0.954		0.950					
Satd. Flow (perm)	0	0	0	0	1813	1615	3502	3610	0	0	5187	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						101						559
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1502			1273			312			1245	
Travel Time (s)		34.1			28.9			7.1			28.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	451	12	489	762	1153	0	0	501	980
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	463	489	762	1153	0	0	501	980
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				27.6	27.6	27.6	24.2	62.4			38.2	38.2
Total Split (%)				30.7%	30.7%	30.7%	26.9%	69.3%			42.4%	42.4%
Maximum Green (s)				23.1	23.1	23.1	19.7	57.9			33.7	33.7
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					23.1	23.1	19.7	57.9			33.7	33.7
Actuated g/C Ratio					0.26	0.26	0.22	0.64			0.37	0.37
v/c Ratio					1.00	1.00	0.99	0.50			0.26	1.03
Control Delay					76.1	69.3	67.8	9.3			19.9	50.4
Queue Delay					0.0	0.0	13.8	3.5			0.0	0.0
Total Delay					76.1	69.3	81.6	12.8			19.9	50.4
LOS					E	E	F	B			B	D
Approach Delay					72.6			40.2			40.1	
Approach LOS					E			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 47.3 Intersection LOS: D
Intersection Capacity Utilization 187.8% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 1: California Street & I-10 WB Ramps

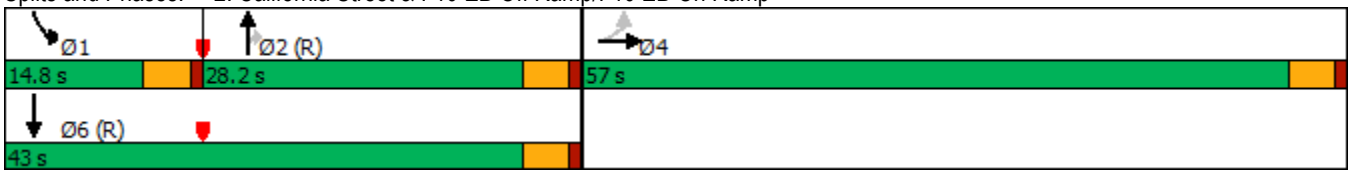
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	477	9	513	0	0	0	0	1213	644	333	648	0
Future Volume (vph)	477	9	513	0	0	0	0	1213	644	333	648	0
Ideal Flow (vphpl)	1800	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.95	1.00
Frt		0.931							0.850			
Flt Protected		0.977								0.950		
Satd. Flow (prot)	0	1728	0	0	0	0	0	5187	1615	3502	3610	0
Flt Permitted		0.977								0.950		
Satd. Flow (perm)	0	1728	0	0	0	0	0	5187	1615	3502	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		80							678			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1514			1294			812			312	
Travel Time (s)		34.4			29.4			18.5			7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	502	9	540	0	0	0	0	1277	678	351	682	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1051	0	0	0	0	0	1277	678	351	682	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2			
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	57.0	57.0						28.2	28.2	14.8	43.0	
Total Split (%)	57.0%	57.0%						28.2%	28.2%	14.8%	43.0%	
Maximum Green (s)	52.5	52.5						23.7	23.7	10.3	38.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		52.5						23.7	23.7	10.3	38.5	
Actuated g/C Ratio		0.52						0.24	0.24	0.10	0.38	
v/c Ratio		1.11						1.04	0.75	0.97	0.49	
Control Delay		88.6						74.4	8.8	87.5	24.8	
Queue Delay		0.0						0.0	0.0	0.0	3.3	
Total Delay		88.6						74.4	8.8	87.5	28.1	
LOS		F						E	A	F	C	
Approach Delay		88.6						51.6			48.3	
Approach LOS		F						D			D	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.11
Intersection Signal Delay: 60.4 Intersection LOS: E
Intersection Capacity Utilization 187.8% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 2: California Street & I-10 EB Off Ramp/I-10 EB On Ramp

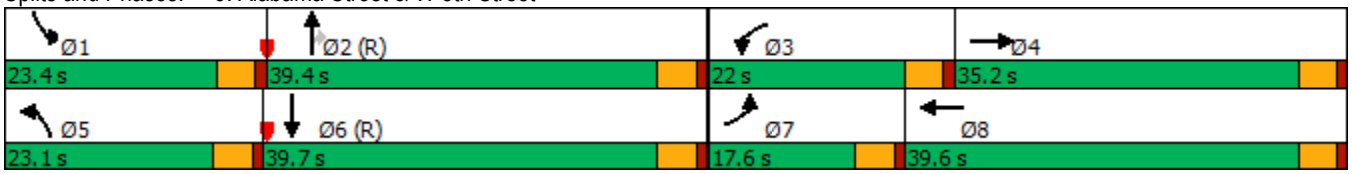


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	814	80	225	349	198	138	669	614	261	378	54
Future Volume (vph)	86	814	80	225	349	198	138	669	614	261	378	54
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.987			0.946				0.850		0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1710	3563	0	1710	3415	0	1710	3610	1615	1805	3541	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1710	3563	0	1710	3415	0	1710	3610	1615	1805	3541	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			93				267		13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1908			2750			621			1649	
Travel Time (s)		43.4			62.5			14.1			37.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	91	857	84	237	367	208	145	704	646	275	398	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	941	0	237	575	0	145	704	646	275	455	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	17.6	35.2		22.0	39.6		23.1	39.4	39.4	23.4	39.7	
Total Split (%)	14.7%	29.3%		18.3%	33.0%		19.3%	32.8%	32.8%	19.5%	33.1%	
Maximum Green (s)	13.1	30.7		17.5	35.1		18.6	34.9	34.9	18.9	35.2	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	11.0	30.7		17.5	37.2		14.9	34.9	34.9	18.9	38.9	
Actuated g/C Ratio	0.09	0.26		0.15	0.31		0.12	0.29	0.29	0.16	0.32	
v/c Ratio	0.58	1.03		0.95	0.51		0.68	0.67	0.98	0.97	0.39	
Control Delay	67.1	80.2		97.2	30.4		66.4	41.3	55.9	96.6	32.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	67.1	80.2		97.2	30.4		66.4	41.3	55.9	96.6	32.3	
LOS	E	F		F	C		E	D	E	F	C	
Approach Delay		79.1			49.9			50.0			56.6	
Approach LOS		E			D			D			E	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 58.5	Intersection LOS: E
Intersection Capacity Utilization 88.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: Alabama Street & W 5th Street



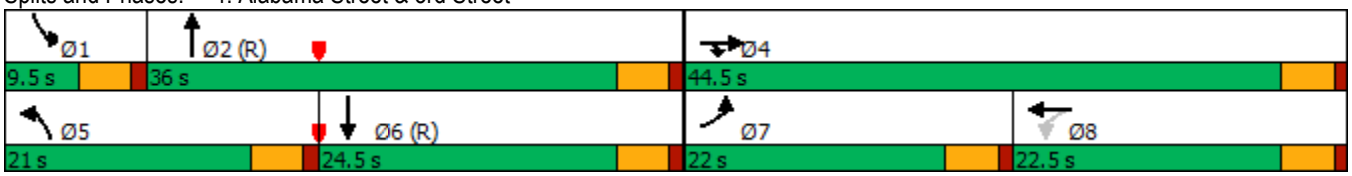
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	480	36	427	91	25	141	214	1036	5	9	655	88
Future Volume (vph)	480	36	427	91	25	141	214	1036	5	9	655	88
Ideal Flow (vphpl)	1700	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.918			0.999			0.982	
Flt Protected	0.950				0.983		0.950			0.950		
Satd. Flow (prot)	3133	1900	1615	0	3258	0	1710	3606	0	1805	3545	0
Flt Permitted	0.950				0.842		0.950			0.950		
Satd. Flow (perm)	3133	1900	1615	0	2790	0	1710	3606	0	1805	3545	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			419		130			1			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1074			950			5792			621	
Travel Time (s)		24.4			21.6			131.6			14.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	505	38	449	96	26	148	225	1091	5	9	689	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	505	38	449	0	270	0	225	1096	0	9	782	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Prot	Perm	NA		Prot	NA		Prot	NA	
Protected Phases	7	4	4		8		5	2		1	6	
Permitted Phases				8								
Detector Phase	7	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	22.0	44.5	44.5	22.5	22.5		21.0	36.0		9.5	24.5	
Total Split (%)	24.4%	49.4%	49.4%	25.0%	25.0%		23.3%	40.0%		10.6%	27.2%	
Maximum Green (s)	17.5	40.0	40.0	18.0	18.0		16.5	31.5		5.0	20.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0	0	0			0			0	
Act Effct Green (s)	17.0	31.6	31.6		10.1		16.6	47.1		6.1	28.3	
Actuated g/C Ratio	0.19	0.35	0.35		0.11		0.18	0.52		0.07	0.31	
v/c Ratio	0.85	0.06	0.54		0.63		0.71	0.58		0.07	0.70	
Control Delay	50.5	17.9	5.3		25.8		47.0	18.1		40.3	32.9	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay	50.5	17.9	5.3		25.8		47.0	18.1		40.3	32.9	
LOS	D	B	A		C		D	B		D	C	
Approach Delay		28.8			25.8			23.0			33.0	
Approach LOS		C			C			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 27.3 Intersection LOS: C
Intersection Capacity Utilization 71.6% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 4: Alabama Street & 3rd Street

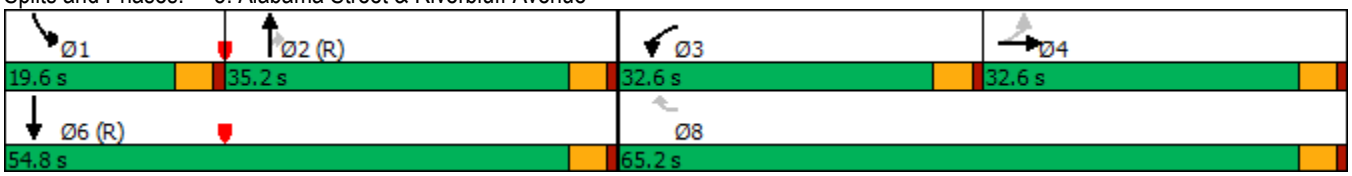


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	97	0	143	0	1164	44	53	1026	0
Future Volume (vph)	0	0	0	97	0	143	0	1164	44	53	1026	0
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1900	0	1710	0	1615	0	1900	1615	1805	1900	0
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	1900	0	1710	0	1615	0	1900	1615	1805	1900	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						151			95			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		416			1617			460			310	
Travel Time (s)		9.5			36.8			10.5			7.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	102	0	151	0	1225	46	56	1080	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	102	0	151	0	1225	46	56	1080	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1		1		2	1	1	2	
Detector Template	Left	Thru		Left		Right		Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20		20		100	20	20	100	
Trailing Detector (ft)	0	0		0		0		0	0	0	0	
Detector 1 Position(ft)	0	0		0		0		0	0	0	0	
Detector 1 Size(ft)	20	6		20		20		6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type				Prot		Perm		NA	Perm	Prot	NA	
Protected Phases		4		3				2		1	6	
Permitted Phases	4					8			2			
Detector Phase	4	4		3		8		2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0		5.0		5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5		22.5		22.5	22.5	9.5	22.5	
Total Split (s)	32.6	32.6		32.6		65.2		35.2	35.2	19.6	54.8	
Total Split (%)	27.2%	27.2%		27.2%		54.3%		29.3%	29.3%	16.3%	45.7%	
Maximum Green (s)	28.1	28.1		28.1		60.7		30.7	30.7	15.1	50.3	
Yellow Time (s)	3.5	3.5		3.5		3.5		3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0		1.0		1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5		4.5		4.5		4.5	4.5	4.5	4.5	
Lead/Lag	Lag	Lag		Lead				Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes				Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0		3.0		3.0	3.0	3.0	3.0	
Recall Mode	None	None		None		None		C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0		7.0		7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0		11.0		11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0		0		0	0		0	
Act Effct Green (s)				12.5		12.5		86.9	86.9	9.1	98.5	
Actuated g/C Ratio				0.10		0.10		0.72	0.72	0.08	0.82	
v/c Ratio				0.57		0.50		0.89	0.04	0.41	0.69	
Control Delay				63.2		13.3		25.3	0.1	61.1	8.0	
Queue Delay				0.0		0.0		0.0	0.0	0.0	0.0	
Total Delay				63.2		13.3		25.3	0.1	61.1	8.0	
LOS				E		B		C	A	E	A	
Approach Delay					33.4			24.4			10.6	
Approach LOS					C			C			B	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 19.4	Intersection LOS: B
Intersection Capacity Utilization 77.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Alabama Street & Riverbluff Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	181	10	13	21	18	18	8	1030	18	15	998	63
Future Volume (vph)	181	10	13	21	18	18	8	1030	18	15	998	63
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.952			0.997			0.991	
Flt Protected		0.958			0.982		0.950			0.950		
Satd. Flow (prot)	0	3424	0	0	3375	0	1710	1894	0	1805	1883	0
Flt Permitted		0.725			0.810		0.950			0.950		
Satd. Flow (perm)	0	2591	0	0	2784	0	1710	1894	0	1805	1883	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			19			1			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			825			2693			290	
Travel Time (s)		6.8			18.8			61.2			6.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	191	11	14	22	19	19	8	1084	19	16	1051	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	216	0	0	60	0	8	1103	0	16	1117	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	44.5	44.5		44.5	44.5		31.5	44.0		31.5	44.0	
Total Split (%)	37.1%	37.1%		37.1%	37.1%		26.3%	36.7%		26.3%	36.7%	
Maximum Green (s)	40.0	40.0		40.0	40.0		27.0	39.5		27.0	39.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		15.3			15.3		6.2	90.7		6.7	93.3	
Actuated g/C Ratio		0.13			0.13		0.05	0.76		0.06	0.78	
v/c Ratio		1.07dl			0.16		0.09	0.77		0.16	0.76	
Control Delay		56.8			33.3		56.0	15.9		57.1	13.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		56.8			33.3		56.0	15.9		57.1	13.9	
LOS		E			C		E	B		E	B	
Approach Delay		56.8			33.3			16.2			14.5	
Approach LOS		E			C			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 19.3 Intersection LOS: B
Intersection Capacity Utilization 81.1% ICU Level of Service D
Analysis Period (min) 15
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 6: Alabama Street & Palmetto Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	672	81	162	255	185	57	660	338	230	706	69
Future Volume (vph)	164	672	81	162	255	185	57	660	338	230	706	69
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	250		0	170		0	260		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1710	5187	1615	3317	3610	1615	1710	3610	1615	1805	3563	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1710	5187	1615	3317	3610	1615	1710	3610	1615	1805	3563	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			195			311		13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5507			2072			2636			2693	
Travel Time (s)		125.2			47.1			59.9			61.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	173	707	85	171	268	195	60	695	356	242	743	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	173	707	85	171	268	195	60	695	356	242	816	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	15.1	25.2	25.2	12.4	22.5	22.5	13.8	28.4	28.4	24.0	38.6	
Total Split (%)	16.8%	28.0%	28.0%	13.8%	25.0%	25.0%	15.3%	31.6%	31.6%	26.7%	42.9%	
Maximum Green (s)	10.6	20.7	20.7	7.9	18.0	18.0	9.3	23.9	23.9	19.5	34.1	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	10.6	18.7	18.7	7.8	15.9	15.9	8.0	29.1	29.1	16.4	39.5	
Actuated g/C Ratio	0.12	0.21	0.21	0.09	0.18	0.18	0.09	0.32	0.32	0.18	0.44	
v/c Ratio	0.86	0.65	0.18	0.60	0.42	0.44	0.40	0.60	0.49	0.74	0.52	
Control Delay	76.6	35.6	0.8	48.8	34.6	8.1	42.6	20.3	11.5	48.2	21.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	76.6	35.6	0.8	48.8	34.6	8.1	42.6	20.3	11.5	48.2	21.0	
LOS	E	D	A	D	C	A	D	C	B	D	C	
Approach Delay		39.9			30.3			18.7			27.2	
Approach LOS		D			C			B			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 28.5	Intersection LOS: C
Intersection Capacity Utilization 63.8%	ICU Level of Service B
Analysis Period (min) 15	

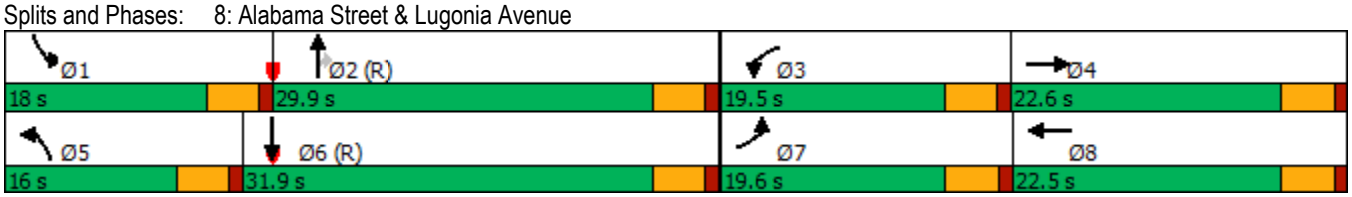
Splits and Phases: 7: Alabama Street & San Bernardino Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	268	520	131	462	376	102	138	935	507	248	862	194
Future Volume (vph)	268	520	131	462	376	102	138	935	507	248	862	194
Ideal Flow (vphpl)	1800	1900	1900	1700	1900	1900	1800	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	0		0	200		0	180		0
Storage Lanes	1		0	2		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.91	0.91
Frt		0.970			0.968				0.850		0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1710	3502	0	3133	3494	0	1710	3610	1615	1805	5042	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1710	3502	0	3133	3494	0	1710	3610	1615	1805	5042	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			34				407		58	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5332			3791			1051			2636	
Travel Time (s)		121.2			86.2			23.9			59.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	282	547	138	486	396	107	145	984	534	261	907	204
Shared Lane Traffic (%)												
Lane Group Flow (vph)	282	685	0	486	503	0	145	984	534	261	1111	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.15	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	19.6	22.6		19.5	22.5		16.0	29.9	29.9	18.0	31.9	
Total Split (%)	21.8%	25.1%		21.7%	25.0%		17.8%	33.2%	33.2%	20.0%	35.4%	
Maximum Green (s)	15.1	18.1		15.0	18.0		11.5	25.4	25.4	13.5	27.4	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	15.1	18.1		15.0	18.0		10.8	25.4	25.4	13.5	28.1	
Actuated g/C Ratio	0.17	0.20		0.17	0.20		0.12	0.28	0.28	0.15	0.31	
v/c Ratio	0.99	0.94		0.93	0.69		0.71	0.97	0.71	0.97	0.69	
Control Delay	89.5	56.5		64.0	36.8		57.9	54.3	13.3	81.6	31.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	89.5	56.5		64.0	36.8		57.9	54.3	13.3	81.6	31.5	
LOS	F	E		E	D		E	D	B	F	C	
Approach Delay		66.1			50.2			41.4			41.1	
Approach LOS		E			D			D			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 47.8	Intersection LOS: D
Intersection Capacity Utilization 87.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 8: Alabama Street & Lugonia Avenue

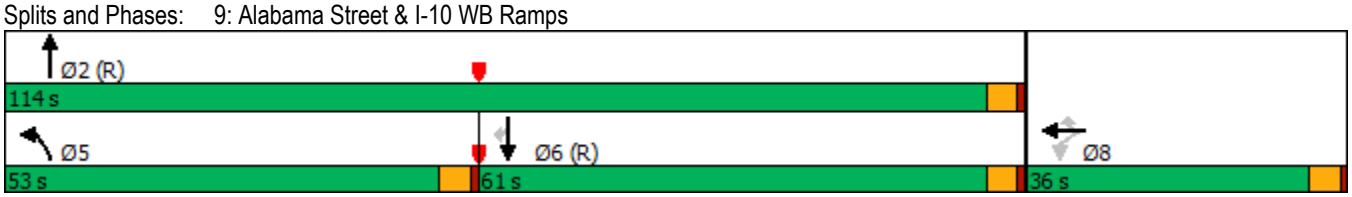


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	214	387	227	828	1802	0	0	1297	769
Future Volume (vph)	0	0	0	214	387	227	828	1802	0	0	1297	769
Ideal Flow (vphpl)	1900	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected					0.983		0.950					
Satd. Flow (prot)	0	0	0	0	1868	1615	1805	3610	0	0	3610	1615
Flt Permitted					0.983		0.950					
Satd. Flow (perm)	0	0	0	0	1868	1615	1805	3610	0	0	3610	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						44						50
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		918			1093			591			1051	
Travel Time (s)		20.9			24.8			13.4			23.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	225	407	239	872	1897	0	0	1365	809
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	632	239	872	1897	0	0	1365	809
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				36.0	36.0	36.0	53.0	114.0			61.0	61.0
Total Split (%)				24.0%	24.0%	24.0%	35.3%	76.0%			40.7%	40.7%
Maximum Green (s)				31.5	31.5	31.5	48.5	109.5			56.5	56.5
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					31.5	31.5	48.5	109.5			56.5	56.5
Actuated g/C Ratio					0.21	0.21	0.32	0.73			0.38	0.38
v/c Ratio					1.61	0.64	1.50	0.72			1.00	1.27
Control Delay					324.0	52.6	268.0	13.5			71.6	168.7
Queue Delay					0.0	0.0	0.7	12.7			0.0	0.0
Total Delay					324.0	52.6	268.7	26.2			71.6	168.7
LOS					F	D	F	C			E	F
Approach Delay					249.5			102.6			107.7	
Approach LOS					F			F			F	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.61	
Intersection Signal Delay: 126.5	Intersection LOS: F
Intersection Capacity Utilization 136.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 9: Alabama Street & I-10 WB Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	449	85	660	0	0	0	0	1548	509	322	999	0
Future Volume (vph)	449	85	660	0	0	0	0	1548	509	322	999	0
Ideal Flow (vphpl)	1800	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	*1.00	0.95	1.00	1.00	1.00	1.00	*1.00	1.00	1.00	0.95	1.00
Frt		0.917							0.850			
Flt Protected		0.982								0.950		
Satd. Flow (prot)	0	3422	0	0	0	0	0	3800	1615	1805	3610	0
Flt Permitted		0.982								0.950		
Satd. Flow (perm)	0	3422	0	0	0	0	0	3800	1615	1805	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		121							321			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		898			623			1369			591	
Travel Time (s)		20.4			14.2			31.1			13.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	473	89	695	0	0	0	0	1629	536	339	1052	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1257	0	0	0	0	0	1629	536	339	1052	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA						NA	Perm	Prot	NA	
Protected Phases	4	4						2		1	6	
Permitted Phases									2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	47.0	47.0						63.4	63.4	29.6	93.0	
Total Split (%)	33.6%	33.6%						45.3%	45.3%	21.1%	66.4%	
Maximum Green (s)	42.5	42.5						58.9	58.9	25.1	88.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		42.5						58.9	58.9	25.1	88.5	
Actuated g/C Ratio		0.30						0.42	0.42	0.18	0.63	
v/c Ratio		1.19dr						1.02	0.62	1.05	0.46	
Control Delay		106.2						67.5	15.2	118.0	14.2	
Queue Delay		0.0						0.0	0.0	0.0	0.9	
Total Delay		106.2						67.5	15.2	118.0	15.1	
LOS		F						E	B	F	B	
Approach Delay		106.2						54.5			40.1	
Approach LOS		F						D			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.12	
Intersection Signal Delay: 63.9	Intersection LOS: E
Intersection Capacity Utilization 136.9%	ICU Level of Service H
Analysis Period (min) 15	

* User Entered Value

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 10: Alabama Street & I-10 EB Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1276	667	539	654	0	0	0	0	454	7	270
Future Volume (vph)	0	1276	667	539	654	0	0	0	0	454	7	270
Ideal Flow (vphpl)	1900	1900	1900	1700	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		220	0		0	0		0	0		0
Storage Lanes	0		1	2		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected				0.950							0.953	
Satd. Flow (prot)	0	3610	1615	3133	3610	0	0	0	0	0	1811	1615
Flt Permitted				0.950							0.953	
Satd. Flow (perm)	0	3610	1615	3133	3610	0	0	0	0	0	1811	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			497									259
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2750			477			659			386	
Travel Time (s)		62.5			10.8			15.0			8.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1343	702	567	688	0	0	0	0	478	7	284
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1343	702	567	688	0	0	0	0	0	485	284
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.15	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		6	20	20	6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	Prot	NA					Split	NA	Perm
Protected Phases		4		3	8					6	6	
Permitted Phases			4									6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4	4	3	8					6	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	9.5	22.5					22.5	22.5	22.5
Total Split (s)		44.0	44.0	29.0	73.0					37.0	37.0	37.0
Total Split (%)		40.0%	40.0%	26.4%	66.4%					33.6%	33.6%	33.6%
Maximum Green (s)		39.5	39.5	24.5	68.5					32.5	32.5	32.5
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0						0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5						4.5	4.5
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Recall Mode		None	None	None	None					C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0					7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0					0	0	0
Act Effct Green (s)		40.9	40.9	23.1	68.5						32.5	32.5
Actuated g/C Ratio		0.37	0.37	0.21	0.62						0.30	0.30
v/c Ratio		1.00	0.77	0.86	0.31						0.91	0.43
Control Delay		60.3	15.2	56.0	10.1						59.8	7.3
Queue Delay		0.0	0.0	0.0	0.0						0.0	0.0
Total Delay		60.3	15.2	56.0	10.1						59.8	7.3
LOS		E	B	E	B						E	A
Approach Delay		44.8			30.8						40.4	
Approach LOS		D			C						D	

Intersection Summary	
Area Type: Other	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 39.7	Intersection LOS: D
Intersection Capacity Utilization 95.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 11: 210 SB Ramps & W 5th Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	295	1357	0	0	847	459	283	3	660	0	0	0
Future Volume (vph)	295	1357	0	0	847	459	283	3	660	0	0	0
Ideal Flow (vphpl)	1800	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	0		360	0		0	0		0
Storage Lanes	1		0	0		1	1		2	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.95	0.95	0.88	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.953				
Satd. Flow (prot)	1710	3610	0	0	5187	1615	1715	1720	2842	0	0	0
Flt Permitted	0.950						0.950	0.953				
Satd. Flow (perm)	1710	3610	0	0	5187	1615	1715	1720	2842	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						483			116			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		477			2099			595			477	
Travel Time (s)		10.8			47.7			13.5			10.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	311	1428	0	0	892	483	298	3	695	0	0	0
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	311	1428	0	0	892	483	149	152	695	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm			
Protected Phases	7	4			8		2	2				
Permitted Phases						8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4			8	8	2	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
Minimum Split (s)	9.5	22.5			22.5	22.5	22.5	22.5	22.5			
Total Split (s)	38.1	65.7			27.6	27.6	24.3	24.3	24.3			
Total Split (%)	42.3%	73.0%			30.7%	30.7%	27.0%	27.0%	27.0%			
Maximum Green (s)	33.6	61.2			23.1	23.1	19.8	19.8	19.8			
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.5	4.5			4.5	4.5	4.5	4.5	4.5			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	None			None	None	C-Max	C-Max	C-Max			
Walk Time (s)		7.0			7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)		0			0	0	0	0	0			
Act Effct Green (s)	21.8	52.7			26.4	26.4	28.3	28.3	28.3			
Actuated g/C Ratio	0.24	0.59			0.29	0.29	0.31	0.31	0.31			
v/c Ratio	0.75	0.68			0.59	0.59	0.28	0.28	0.72			
Control Delay	42.7	14.1			28.5	5.7	28.4	28.4	30.5			
Queue Delay	0.0	0.7			0.0	0.0	0.0	0.0	0.0			
Total Delay	42.7	14.8			28.5	5.7	28.4	28.4	30.5			
LOS	D	B			C	A	C	C	C			
Approach Delay		19.8			20.5			29.9				
Approach LOS		B			C			C				

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 22.5	Intersection LOS: C
Intersection Capacity Utilization 95.3%	ICU Level of Service F
Analysis Period (min) 15	

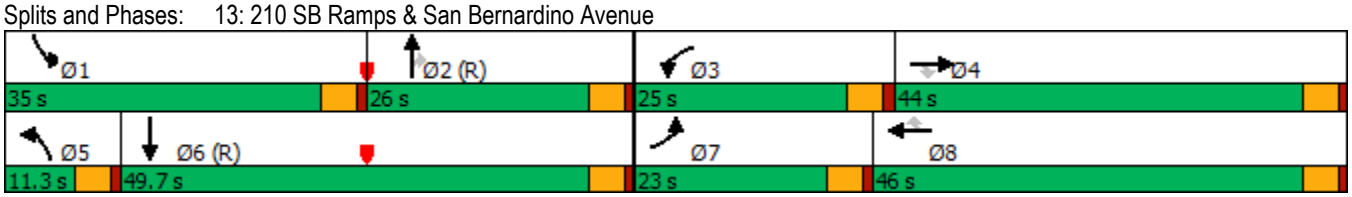
Splits and Phases: 12: I-10 NB Ramps & W 5th Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	173	865	98	197	463	259	35	55	307	313	594	221
Future Volume (vph)	173	865	98	197	463	259	35	55	307	313	594	221
Ideal Flow (vphpl)	1800	1900	1000	1800	1900	1900	1800	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	0		0	230		0	100		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.959	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1710	3610	850	1710	1900	1615	1710	1900	1615	1805	3462	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1710	3610	850	1710	1900	1615	1710	1900	1615	1805	3462	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			126			251			302		45	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2072			709			529			237	
Travel Time (s)		47.1			16.1			12.0			5.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	182	911	103	207	487	273	37	58	323	329	625	233
Shared Lane Traffic (%)												
Lane Group Flow (vph)	182	911	103	207	487	273	37	58	323	329	858	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	2.17	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	23.0	44.0	44.0	25.0	46.0	46.0	11.3	26.0	26.0	35.0	49.7	
Total Split (%)	17.7%	33.8%	33.8%	19.2%	35.4%	35.4%	8.7%	20.0%	20.0%	26.9%	38.2%	
Maximum Green (s)	18.5	39.5	39.5	20.5	41.5	41.5	6.8	21.5	21.5	30.5	45.2	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	17.0	37.8	37.8	18.9	39.7	39.7	6.6	28.0	28.0	27.3	53.0	
Actuated g/C Ratio	0.13	0.29	0.29	0.15	0.31	0.31	0.05	0.22	0.22	0.21	0.41	
v/c Ratio	0.82	0.87	0.31	0.83	0.84	0.41	0.43	0.14	0.55	0.87	0.60	
Control Delay	81.7	53.4	5.6	81.1	56.2	7.2	75.4	46.5	10.9	71.9	32.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	81.7	53.4	5.6	81.1	56.2	7.2	75.4	46.5	10.9	71.9	32.3	
LOS	F	D	A	F	E	A	E	D	B	E	C	
Approach Delay		53.6			47.7			21.5			43.3	
Approach LOS		D			D			C			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 45.3	Intersection LOS: D
Intersection Capacity Utilization 77.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 13: 210 SB Ramps & San Bernardino Avenue

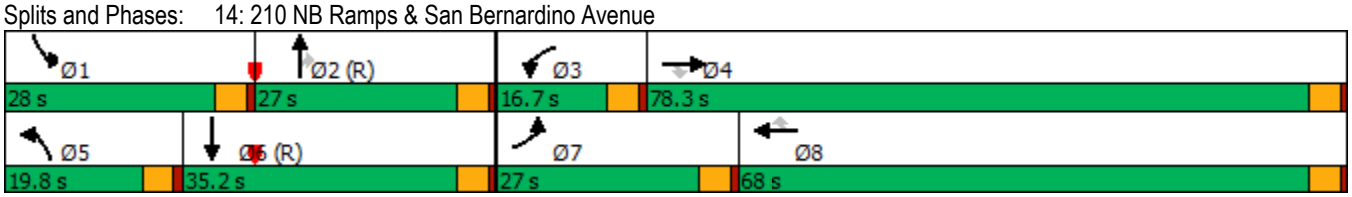


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	633	773	247	101	969	531	104	613	76	336	29	214
Future Volume (vph)	633	773	247	101	969	531	104	613	76	336	29	214
Ideal Flow (vphpl)	1700	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	0		0	150		70	0		0
Storage Lanes	2		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.868	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3133	1900	1615	1710	1900	1615	1710	3610	1615	1805	1649	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3133	1900	1615	1710	1900	1615	1710	3610	1615	1805	1649	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			166			251			142		219	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		709			2232			344			268	
Travel Time (s)		16.1			50.7			7.8			6.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	666	814	260	106	1020	559	109	645	80	354	31	225
Shared Lane Traffic (%)												
Lane Group Flow (vph)	666	814	260	106	1020	559	109	645	80	354	256	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	27.0	78.3	78.3	16.7	68.0	68.0	19.8	27.0	27.0	28.0	35.2	
Total Split (%)	18.0%	52.2%	52.2%	11.1%	45.3%	45.3%	13.2%	18.0%	18.0%	18.7%	23.5%	
Maximum Green (s)	22.5	73.8	73.8	12.2	63.5	63.5	15.3	22.5	22.5	23.5	30.7	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	22.5	74.3	74.3	11.7	63.5	63.5	13.4	22.5	22.5	23.5	32.6	
Actuated g/C Ratio	0.15	0.50	0.50	0.08	0.42	0.42	0.09	0.15	0.15	0.16	0.22	
v/c Ratio	1.42	0.87	0.29	0.80	1.27	0.68	0.72	1.19	0.22	1.26	0.48	
Control Delay	245.3	44.8	8.7	104.9	167.5	22.9	91.2	156.5	1.4	190.1	13.2	
Queue Delay	0.0	36.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	245.3	81.7	8.7	104.9	167.5	22.9	91.2	156.5	1.4	190.1	13.2	
LOS	F	F	A	F	F	C	F	F	A	F	B	
Approach Delay		133.4			115.6			133.0			115.9	
Approach LOS		F			F			F			F	

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.42	
Intersection Signal Delay: 125.0	Intersection LOS: F
Intersection Capacity Utilization 121.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 14: 210 NB Ramps & San Bernardino Avenue



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3610	3610	0	1900	1900
Flt Permitted						
Satd. Flow (perm)	0	3610	3610	0	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		1636	441		315	
Travel Time (s)		37.2	10.0		7.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 0.0%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3610	3610	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	3610	3610	0	1900	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		441	580		365	
Travel Time (s)		10.0	13.2		8.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 0.0%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3610	3610	0	1900	1900
Flt Permitted						
Satd. Flow (perm)	0	3610	3610	0	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		580	300		152	
Travel Time (s)		13.2	6.8		3.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1900	0	1900	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1900	0	1900	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	368			290	460	
Travel Time (s)	8.4			6.6	10.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1900	0	1900	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1900	0	1900	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	317			310	898	
Travel Time (s)	7.2			7.0	20.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lanes, Volumes, Timings
1: California Street & I-10 WB Ramps

01/30/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	370	4	210	643	594	0	0	629	809
Future Volume (vph)	0	0	0	370	4	210	643	594	0	0	629	809
Ideal Flow (vphpl)	1900	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected					0.953		0.950					
Satd. Flow (prot)	0	0	0	0	1811	1615	3502	3610	0	0	5187	1615
Flt Permitted					0.953		0.950					
Satd. Flow (perm)	0	0	0	0	1811	1615	3502	3610	0	0	5187	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						221						583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1502			1273			312			1245	
Travel Time (s)		34.1			28.9			7.1			28.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	389	4	221	677	625	0	0	662	852
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	393	221	677	625	0	0	662	852
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				36.1	36.1	36.1	31.8	83.9			52.1	52.1
Total Split (%)				30.1%	30.1%	30.1%	26.5%	69.9%			43.4%	43.4%
Maximum Green (s)				31.6	31.6	31.6	27.3	79.4			47.6	47.6
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					29.4	29.4	26.1	81.6			51.0	51.0
Actuated g/C Ratio					0.24	0.24	0.22	0.68			0.42	0.42
v/c Ratio					0.89	0.39	0.89	0.25			0.30	0.83
Control Delay					66.2	6.7	60.2	8.0			23.9	18.3
Queue Delay					0.0	0.0	49.8	1.0			0.0	0.0
Total Delay					66.2	6.7	109.9	9.0			23.9	18.3
LOS					E	A	F	A			C	B
Approach Delay					44.8			61.5			20.7	
Approach LOS					D			E			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 40.5 Intersection LOS: D
Intersection Capacity Utilization 132.4% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 1: California Street & I-10 WB Ramps

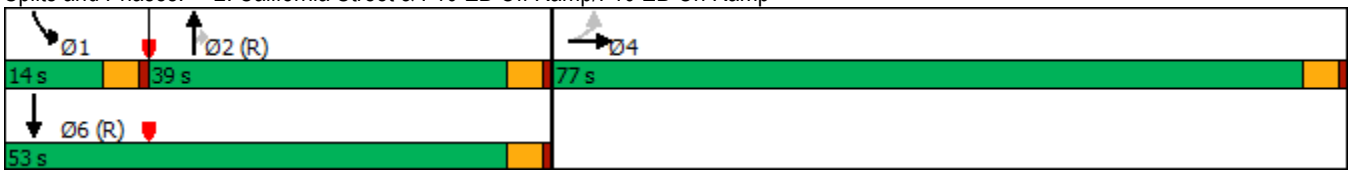
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	627	9	559	0	0	0	0	762	352	107	557	0
Future Volume (vph)	627	9	559	0	0	0	0	762	352	107	557	0
Ideal Flow (vphpl)	1800	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.95	1.00
Frt		0.852							0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1710	1619	0	0	0	0	0	5187	1615	3502	3610	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1710	1619	0	0	0	0	0	5187	1615	3502	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		137							371			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1514			1294			812			312	
Travel Time (s)		34.4			29.4			18.5			7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	660	9	588	0	0	0	0	802	371	113	586	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	660	597	0	0	0	0	0	802	371	113	586	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2			
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	77.0	77.0						39.0	39.0	14.0	53.0	
Total Split (%)	59.2%	59.2%						30.0%	30.0%	10.8%	40.8%	
Maximum Green (s)	72.5	72.5						34.5	34.5	9.5	48.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)	62.8	62.8						44.7	44.7	9.0	58.2	
Actuated g/C Ratio	0.48	0.48						0.34	0.34	0.07	0.45	
v/c Ratio	0.80	0.70						0.45	0.46	0.47	0.36	
Control Delay	35.6	23.5						35.9	5.7	64.5	26.0	
Queue Delay	0.0	0.0						0.0	0.0	0.0	1.7	
Total Delay	35.6	23.5						35.9	5.7	64.5	27.7	
LOS	D	C						D	A	E	C	
Approach Delay		29.9						26.3			33.6	
Approach LOS		C						C			C	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 29.4 Intersection LOS: C
Intersection Capacity Utilization 132.4% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 2: California Street & I-10 EB Off Ramp/I-10 EB On Ramp

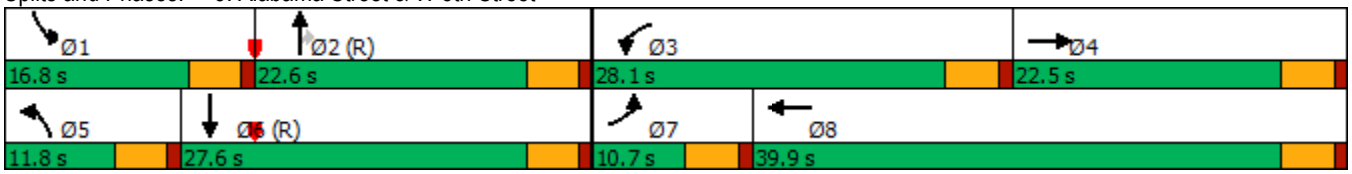


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	293	70	453	809	165	85	233	296	226	538	82
Future Volume (vph)	39	293	70	453	809	165	85	233	296	226	538	82
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.971			0.975				0.850		0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1710	3505	0	1710	3520	0	1710	3610	1615	1805	3538	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1710	3505	0	1710	3520	0	1710	3610	1615	1805	3538	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			31				312		18	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1908			2750			621			1649	
Travel Time (s)		43.4			62.5			14.1			37.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	41	308	74	477	852	174	89	245	312	238	566	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	382	0	477	1026	0	89	245	312	238	652	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	10.7	22.5		28.1	39.9		11.8	22.6	22.6	16.8	27.6	
Total Split (%)	11.9%	25.0%		31.2%	44.3%		13.1%	25.1%	25.1%	18.7%	30.7%	
Maximum Green (s)	6.2	18.0		23.6	35.4		7.3	18.1	18.1	12.3	23.1	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	6.1	15.2		23.6	36.8		7.7	19.0	19.0	14.3	27.7	
Actuated g/C Ratio	0.07	0.17		0.26	0.41		0.09	0.21	0.21	0.16	0.31	
v/c Ratio	0.36	0.62		1.06	0.70		0.61	0.32	0.53	0.84	0.59	
Control Delay	49.2	36.3		94.9	24.9		58.7	27.7	6.1	63.9	29.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	49.2	36.3		94.9	24.9		58.7	27.7	6.1	63.9	29.8	
LOS	D	D		F	C		E	C	A	E	C	
Approach Delay		37.5			47.1			21.5			38.9	
Approach LOS		D			D			C			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 39.1	Intersection LOS: D
Intersection Capacity Utilization 74.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Alabama Street & W 5th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	134	3	291	48	48	405	198	468	6	19	872	250
Future Volume (vph)	134	3	291	48	48	405	198	468	6	19	872	250
Ideal Flow (vphpl)	1700	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.998			0.967	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3133	1900	1615	1710	1900	1615	1710	3603	0	1805	3491	0
Flt Permitted	0.950			0.756			0.950			0.950		
Satd. Flow (perm)	3133	1900	1615	1361	1900	1615	1710	3603	0	1805	3491	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			260			345		2			48	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1074			950			5792			621	
Travel Time (s)		24.4			21.6			131.6			14.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	141	3	306	51	51	426	208	493	6	20	918	263
Shared Lane Traffic (%)												
Lane Group Flow (vph)	141	3	306	51	51	426	208	499	0	20	1181	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Prot	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4	4		8		5	2		1	6	
Permitted Phases				8		8						
Detector Phase	7	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	10.0	32.6	32.6	22.6	22.6	22.6	18.0	47.7		9.7	39.4	
Total Split (%)	11.1%	36.2%	36.2%	25.1%	25.1%	25.1%	20.0%	53.0%		10.8%	43.8%	
Maximum Green (s)	5.5	28.1	28.1	18.1	18.1	18.1	13.5	43.2		5.2	34.9	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0	7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0	0	0	0		0			0	
Act Effct Green (s)	5.5	22.1	22.1	12.1	12.1	12.1	14.2	54.9		5.7	40.3	
Actuated g/C Ratio	0.06	0.25	0.25	0.13	0.13	0.13	0.16	0.61		0.06	0.45	
v/c Ratio	0.74	0.01	0.52	0.28	0.20	0.83	0.77	0.23		0.18	0.74	
Control Delay	65.2	22.0	8.6	36.5	33.9	22.3	57.1	10.0		39.8	24.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	65.2	22.0	8.6	36.5	33.9	22.3	57.1	10.0		39.8	24.8	
LOS	E	C	A	D	C	C	E	B		D	C	
Approach Delay		26.5			24.8			23.9			25.0	
Approach LOS		C			C			C			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 24.9	Intersection LOS: C
Intersection Capacity Utilization 65.9%	ICU Level of Service C
Analysis Period (min) 15	

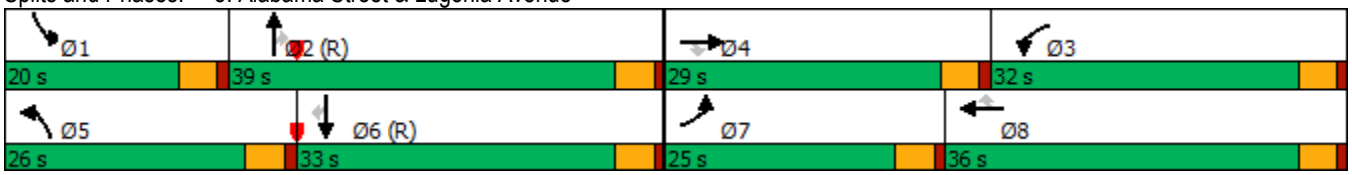
Splits and Phases: 4: Alabama Street & 3rd Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	88	57	391	559	101	132	581	206	85	582	182
Future Volume (vph)	87	88	57	391	559	101	132	581	206	85	582	182
Ideal Flow (vphpl)	1800	1900	1900	1700	1900	1900	1800	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	0		0	200		200	180		0
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	*1.00	1.00	*1.00	*1.00	1.00	1.00	*1.00	1.00	1.00	*1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1710	3800	1615	3230	3800	1615	1710	3800	1615	1805	5700	1615
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1710	3800	1615	3230	3800	1615	1710	3800	1615	1805	5700	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136			136			217			192
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5332			3791			1051			2636	
Travel Time (s)		121.2			86.2			23.9			59.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	92	93	60	412	588	106	139	612	217	89	613	192
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	93	60	412	588	106	139	612	217	89	613	192
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.15	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	25.0	29.0	29.0	32.0	36.0	36.0	26.0	39.0	39.0	20.0	33.0	33.0
Total Split (%)	20.8%	24.2%	24.2%	26.7%	30.0%	30.0%	21.7%	32.5%	32.5%	16.7%	27.5%	27.5%
Maximum Green (s)	20.5	24.5	24.5	27.5	31.5	31.5	21.5	34.5	34.5	15.5	28.5	28.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	11.8	8.3	8.3	28.8	25.4	25.4	15.0	53.6	53.6	11.2	49.9	49.9
Actuated g/C Ratio	0.10	0.07	0.07	0.24	0.21	0.21	0.12	0.45	0.45	0.09	0.42	0.42
v/c Ratio	0.55	0.35	0.25	0.53	0.73	0.24	0.65	0.36	0.26	0.53	0.26	0.25
Control Delay	63.1	56.6	2.5	41.4	49.5	3.9	63.7	24.9	4.5	62.5	25.6	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.1	56.6	2.5	41.4	49.5	3.9	63.7	24.9	4.5	62.5	25.6	5.2
LOS	E	E	A	D	D	A	E	C	A	E	C	A
Approach Delay		45.8			42.1			25.9			24.9	
Approach LOS		D			D			C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 32.7	Intersection LOS: C
Intersection Capacity Utilization 56.3%	ICU Level of Service B
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 8: Alabama Street & Lugonia Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	327	388	409	631	886	0	0	1033	563
Future Volume (vph)	0	0	0	327	388	409	631	886	0	0	1033	563
Ideal Flow (vphpl)	1900	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		1	2		0	0		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	*1.00	*1.00	1.00	1.00	*1.00	*1.00
Frt						0.850						0.850
Flt Protected					0.978		0.950					
Satd. Flow (prot)	0	0	0	0	1858	1615	3610	3800	0	0	3800	3230
Flt Permitted					0.978		0.950					
Satd. Flow (perm)	0	0	0	0	1858	1615	3610	3800	0	0	3800	3230
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						102						392
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		918			1093			591			1051	
Travel Time (s)		20.9			24.8			13.4			23.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	344	408	431	664	933	0	0	1087	593
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	752	431	664	933	0	0	1087	593
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				48.0	48.0	48.0	25.0	62.0			37.0	37.0
Total Split (%)				43.6%	43.6%	43.6%	22.7%	56.4%			33.6%	33.6%
Maximum Green (s)				43.5	43.5	43.5	20.5	57.5			32.5	32.5
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					43.5	43.5	20.5	57.5			32.5	32.5
Actuated g/C Ratio					0.40	0.40	0.19	0.52			0.30	0.30
v/c Ratio					1.02	0.62	0.99	0.47			0.97	0.48
Control Delay					73.4	24.3	77.1	17.6			59.1	11.6
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay					73.4	24.3	77.1	17.6			59.1	11.6
LOS					E	C	E	B			E	B
Approach Delay					55.5			42.3			42.4	
Approach LOS					E			D			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 45.8	Intersection LOS: D
Intersection Capacity Utilization 96.3%	ICU Level of Service F
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 9: Alabama Street & I-10 WB Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	508	17	702	0	0	0	0	1039	184	161	703	0
Future Volume (vph)	508	17	702	0	0	0	0	1039	184	161	703	0
Ideal Flow (vphpl)	1800	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	*1.00	0.95	1.00	1.00	1.00	1.00	*1.00	1.00	1.00	0.95	1.00
Frt		0.914							0.850			
Flt Protected		0.980								0.950		
Satd. Flow (prot)	0	3404	0	0	0	0	0	3800	1615	1805	3610	0
Flt Permitted		0.980								0.950		
Satd. Flow (perm)	0	3404	0	0	0	0	0	3800	1615	1805	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		157							194			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		898			623			1369			591	
Travel Time (s)		20.4			14.2			31.1			13.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	535	18	739	0	0	0	0	1094	194	169	740	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1292	0	0	0	0	0	1094	194	169	740	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	32.8	32.8						29.0	29.0	13.2	42.2	
Total Split (%)	43.7%	43.7%						38.7%	38.7%	17.6%	56.3%	
Maximum Green (s)	28.3	28.3						24.5	24.5	8.7	37.7	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		28.3						24.5	24.5	8.7	37.7	
Actuated g/C Ratio		0.38						0.33	0.33	0.12	0.50	
v/c Ratio		1.03dr						0.88	0.29	0.81	0.41	
Control Delay		34.0						34.1	4.4	62.7	12.5	
Queue Delay		0.0						0.0	0.0	0.0	0.0	
Total Delay		34.0						34.1	4.4	62.7	12.5	
LOS		C						C	A	E	B	
Approach Delay		34.0						29.6			21.9	
Approach LOS		C						C			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 75	
Actuated Cycle Length: 75	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 29.2	Intersection LOS: C
Intersection Capacity Utilization 96.3%	ICU Level of Service F
Analysis Period (min) 15	

* User Entered Value

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

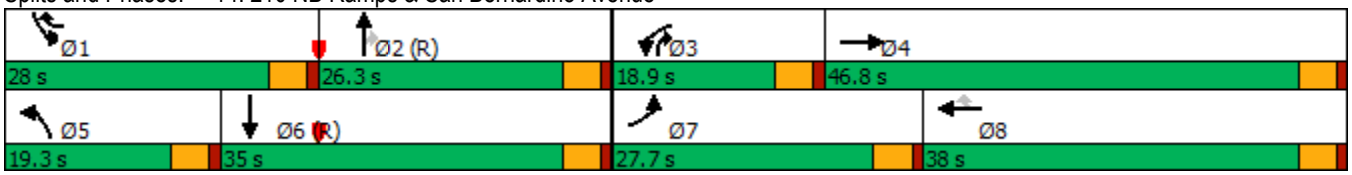
Splits and Phases: 10: Alabama Street & I-10 EB Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	162	459	198	44	835	418	70	394	31	203	13	158
Future Volume (vph)	162	459	198	44	835	418	70	394	31	203	13	158
Ideal Flow (vphpl)	1700	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	0		0	0		70	0		0
Storage Lanes	2		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	*1.00	*1.00	0.95	1.00	*1.00	1.00	1.00	*1.00	1.00	1.00	1.00	1.00
Frt		0.955				0.850			0.850		0.862	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3230	3629	0	1710	3800	1615	1710	3800	1615	1805	1638	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3230	3629	0	1710	3800	1615	1710	3800	1615	1805	1638	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		70				188			136		166	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		709			2232			344			268	
Travel Time (s)		16.1			50.7			7.8			6.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	171	483	208	46	879	440	74	415	33	214	14	166
Shared Lane Traffic (%)												
Lane Group Flow (vph)	171	691	0	46	879	440	74	415	33	214	180	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4		3	8	1	5	2	3	1	6	
Permitted Phases						8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8	1	5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	9.5	9.5	22.5	9.5	9.5	22.5	
Total Split (s)	27.7	46.8		18.9	38.0	28.0	19.3	26.3	18.9	28.0	35.0	
Total Split (%)	23.1%	39.0%		15.8%	31.7%	23.3%	16.1%	21.9%	15.8%	23.3%	29.2%	
Maximum Green (s)	23.2	42.3		14.4	33.5	23.5	14.8	21.8	14.4	23.5	30.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	None	None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	11.7	40.1		8.6	35.0	58.6	10.5	36.2	49.4	19.0	47.0	
Actuated g/C Ratio	0.10	0.33		0.07	0.29	0.49	0.09	0.30	0.41	0.16	0.39	
v/c Ratio	0.54	0.55		0.37	0.79	0.50	0.50	0.36	0.04	0.75	0.24	
Control Delay	57.8	30.7		60.9	44.6	12.1	62.7	36.7	0.1	64.0	7.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	57.8	30.7		60.9	44.6	12.1	62.7	36.7	0.1	64.0	7.1	
LOS	E	C		E	D	B	E	D	A	E	A	
Approach Delay		36.1			34.7			38.1			38.0	
Approach LOS		D			C			D			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 36.0	Intersection LOS: D
Intersection Capacity Utilization 65.4%	ICU Level of Service C
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 14: 210 NB Ramps & San Bernardino Avenue



Lanes, Volumes, Timings
1: California Street & I-10 WB Ramps

01/30/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	428	11	465	724	1095	0	0	476	931
Future Volume (vph)	0	0	0	428	11	465	724	1095	0	0	476	931
Ideal Flow (vphpl)	1900	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	0.88
Frt						0.850						0.850
Flt Protected					0.954		0.950					
Satd. Flow (prot)	0	0	0	0	1813	1615	3502	3610	0	0	3610	2842
Flt Permitted					0.954		0.950					
Satd. Flow (perm)	0	0	0	0	1813	1615	3502	3610	0	0	3610	2842
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						68						980
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1502			1273			312			1245	
Travel Time (s)		34.1			28.9			7.1			28.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	451	12	489	762	1153	0	0	501	980
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	463	489	762	1153	0	0	501	980
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				49.0	49.0	49.0	38.0	71.0			33.0	33.0
Total Split (%)				40.8%	40.8%	40.8%	31.7%	59.2%			27.5%	27.5%
Maximum Green (s)				44.5	44.5	44.5	33.5	66.5			28.5	28.5
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					38.7	38.7	30.4	72.3			37.3	37.3
Actuated g/C Ratio					0.32	0.32	0.25	0.60			0.31	0.31
v/c Ratio					0.79	0.86	0.86	0.53			0.45	0.63
Control Delay					47.0	48.1	49.5	12.5			36.8	4.4
Queue Delay					0.0	0.0	50.9	3.5			0.0	0.0
Total Delay					47.0	48.1	100.4	16.0			36.8	4.4
LOS					D	D	F	B			D	A
Approach Delay					47.5			49.6			15.3	
Approach LOS					D			D			B	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 37.5 Intersection LOS: D
Intersection Capacity Utilization 136.6% ICU Level of Service H
Analysis Period (min) 15

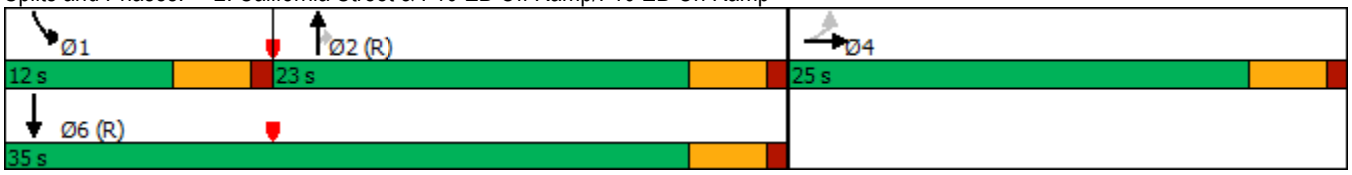
Splits and Phases: 1: California Street & I-10 WB Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	477	9	513	0	0	0	0	1213	644	333	648	0
Future Volume (vph)	477	9	513	0	0	0	0	1213	644	333	648	0
Ideal Flow (vphpl)	1800	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.95	1.00
Frt		0.852							0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1710	1619	0	0	0	0	0	5187	1615	3502	3610	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1710	1619	0	0	0	0	0	5187	1615	3502	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		188							678			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1514			1294			812			312	
Travel Time (s)		34.4			29.4			18.5			7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	502	9	540	0	0	0	0	1277	678	351	682	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	502	549	0	0	0	0	0	1277	678	351	682	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2			
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	25.0	25.0						23.0	23.0	12.0	35.0	
Total Split (%)	41.7%	41.7%						38.3%	38.3%	20.0%	58.3%	
Maximum Green (s)	20.5	20.5						18.5	18.5	7.5	30.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)	19.9	19.9						18.9	18.9	7.7	31.1	
Actuated g/C Ratio	0.33	0.33						0.32	0.32	0.13	0.52	
v/c Ratio	0.89	0.83						0.78	0.70	0.78	0.36	
Control Delay	39.4	25.1						23.1	6.2	47.6	6.4	
Queue Delay	7.4	0.0						3.2	0.0	0.0	0.0	
Total Delay	46.8	25.1						26.3	6.2	47.6	6.4	
LOS	D	C						C	A	D	A	
Approach Delay		35.4						19.3			20.4	
Approach LOS		D						B			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 23.8	Intersection LOS: C
Intersection Capacity Utilization 136.6%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 2: California Street & I-10 EB Off Ramp/I-10 EB On Ramp



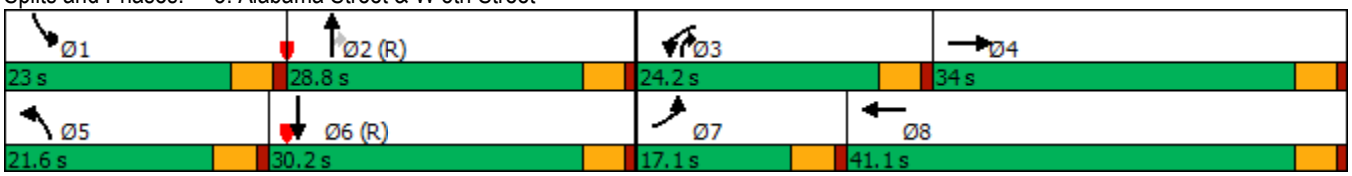
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	814	80	225	349	198	138	669	614	261	378	54
Future Volume (vph)	86	814	80	225	349	198	138	669	614	261	378	54
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.987			0.946				0.850		0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1710	3563	0	1710	3415	0	1710	3610	1615	1805	3541	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1710	3563	0	1710	3415	0	1710	3610	1615	1805	3541	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			107				60		13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1908			2750			621			1649	
Travel Time (s)		43.4			62.5			14.1			37.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	91	857	84	237	367	208	145	704	646	275	398	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	941	0	237	575	0	145	704	646	275	455	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	9.5	9.5	22.5	
Total Split (s)	17.1	34.0		24.2	41.1		21.6	28.8	24.2	23.0	30.2	
Total Split (%)	15.5%	30.9%		22.0%	37.4%		19.6%	26.2%	22.0%	20.9%	27.5%	
Maximum Green (s)	12.6	29.5		19.7	36.6		17.1	24.3	19.7	18.5	25.7	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	10.5	30.2		18.4	40.4		13.9	25.1	48.0	18.2	29.4	
Actuated g/C Ratio	0.10	0.27		0.17	0.37		0.13	0.23	0.44	0.17	0.27	
v/c Ratio	0.56	0.95		0.83	0.43		0.67	0.86	0.88	0.92	0.48	
Control Delay	60.5	59.2		62.2	29.8		60.8	52.5	40.1	81.2	35.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.6	0.0	0.0	
Total Delay	60.5	59.2		62.2	29.8		60.8	52.5	40.7	81.2	35.7	
LOS	E	E		E	C		E	D	D	F	D	
Approach Delay		59.3			39.2			48.2			52.8	
Approach LOS		E			D			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 50.1 Intersection LOS: D
Intersection Capacity Utilization 88.8% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 3: Alabama Street & W 5th Street



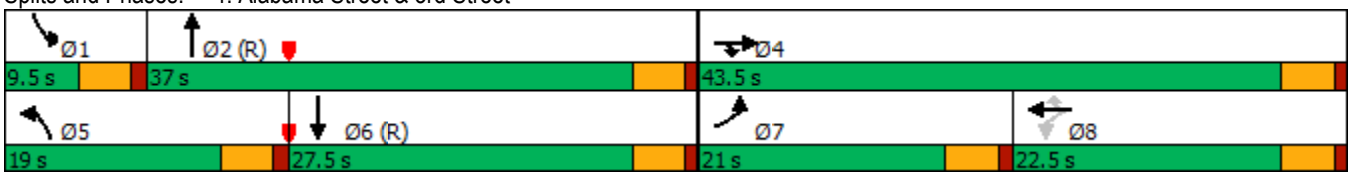
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	480	36	427	91	25	141	214	1036	5	9	655	88
Future Volume (vph)	480	36	427	91	25	141	214	1036	5	9	655	88
Ideal Flow (vphpl)	1700	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.999			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3133	1900	1615	1710	1900	1615	1710	3606	0	1805	3545	0
Flt Permitted	0.950			0.732			0.950			0.950		
Satd. Flow (perm)	3133	1900	1615	1318	1900	1615	1710	3606	0	1805	3545	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			350			182		1			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1074			950			5792			621	
Travel Time (s)		24.4			21.6			131.6			14.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	505	38	449	96	26	148	225	1091	5	9	689	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	505	38	449	96	26	148	225	1096	0	9	782	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Prot	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4	4		8		5	2		1	6	
Permitted Phases				8		8						
Detector Phase	7	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	21.0	43.5	43.5	22.5	22.5	22.5	19.0	37.0		9.5	27.5	
Total Split (%)	23.3%	48.3%	48.3%	25.0%	25.0%	25.0%	21.1%	41.1%		10.6%	30.6%	
Maximum Green (s)	16.5	39.0	39.0	18.0	18.0	18.0	14.5	32.5		5.0	23.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0	7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0	0	0	0		0			0	
Act Effct Green (s)	16.3	32.8	32.8	12.0	12.0	12.0	15.8	46.3		5.7	27.9	
Actuated g/C Ratio	0.18	0.36	0.36	0.13	0.13	0.13	0.18	0.51		0.06	0.31	
v/c Ratio	0.89	0.05	0.55	0.55	0.10	0.40	0.75	0.59		0.08	0.70	
Control Delay	55.5	17.0	7.5	47.2	32.8	6.1	52.5	18.8		41.4	32.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	55.5	17.0	7.5	47.2	32.8	6.1	52.5	18.8		41.4	32.5	
LOS	E	B	A	D	C	A	D	B		D	C	
Approach Delay		32.3			23.3			24.5			32.6	
Approach LOS		C			C			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 28.6 Intersection LOS: C
Intersection Capacity Utilization 66.6% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 4: Alabama Street & 3rd Street

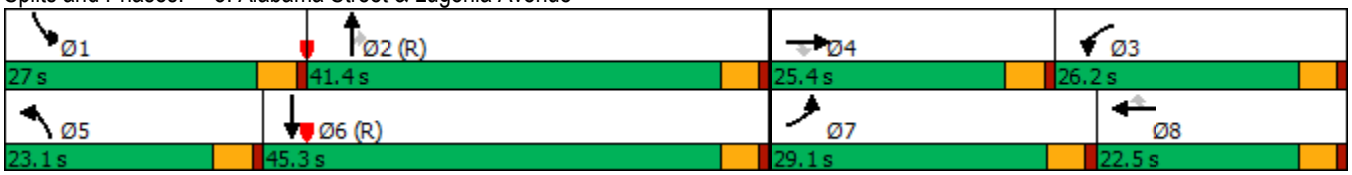


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	268	520	131	462	376	102	138	935	507	248	862	194
Future Volume (vph)	268	520	131	462	376	102	138	935	507	248	862	194
Ideal Flow (vphpl)	1800	1900	1900	1700	1900	1900	1800	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	0		0	200		200	180		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	*1.00	1.00	*1.00	*1.00	1.00	1.00	*1.00	1.00	1.00	*1.00	0.91
Frt			0.850			0.850			0.850		0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1710	3800	1615	3230	3800	1615	1710	3800	1615	1805	5540	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1710	3800	1615	3230	3800	1615	1710	3800	1615	1805	5540	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			138			107			404		51	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5332			3791			1051			2636	
Travel Time (s)		121.2			86.2			23.9			59.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	282	547	138	486	396	107	145	984	534	261	907	204
Shared Lane Traffic (%)												
Lane Group Flow (vph)	282	547	138	486	396	107	145	984	534	261	1111	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.15	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	29.1	25.4	25.4	26.2	22.5	22.5	23.1	41.4	41.4	27.0	45.3	
Total Split (%)	24.3%	21.2%	21.2%	21.8%	18.8%	18.8%	19.3%	34.5%	34.5%	22.5%	37.8%	
Maximum Green (s)	24.6	20.9	20.9	21.7	18.0	18.0	18.6	36.9	36.9	22.5	40.8	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	
Act Effct Green (s)	22.8	20.3	20.3	20.9	18.4	18.4	14.9	40.2	40.2	20.6	46.0	
Actuated g/C Ratio	0.19	0.17	0.17	0.17	0.15	0.15	0.12	0.34	0.34	0.17	0.38	
v/c Ratio	0.87	0.85	0.36	0.86	0.68	0.32	0.68	0.77	0.66	0.84	0.52	
Control Delay	73.2	62.1	9.8	64.6	54.8	11.1	79.3	30.2	7.0	71.4	28.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	73.2	62.1	9.8	64.6	54.8	11.1	79.3	30.2	7.0	71.4	28.9	
LOS	E	E	A	E	D	B	E	C	A	E	C	
Approach Delay		57.9			54.9			27.0			37.0	
Approach LOS		E			D			C			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 41.3	Intersection LOS: D
Intersection Capacity Utilization 83.7%	ICU Level of Service E
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 8: Alabama Street & Lugonia Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	214	387	227	828	1802	0	0	1297	769
Future Volume (vph)	0	0	0	214	387	227	828	1802	0	0	1297	769
Ideal Flow (vphpl)	1900	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		1	2		0	0		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	*1.00	*1.00	1.00	1.00	*1.00	*1.00
Frt						0.850						0.850
Flt Protected					0.983		0.950					
Satd. Flow (prot)	0	0	0	0	1868	1615	3610	3800	0	0	3800	3230
Flt Permitted					0.983		0.950					
Satd. Flow (perm)	0	0	0	0	1868	1615	3610	3800	0	0	3800	3230
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						55						233
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		918			1093			591			1051	
Travel Time (s)		20.9			24.8			13.4			23.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	225	407	239	872	1897	0	0	1365	809
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	632	239	872	1897	0	0	1365	809
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				42.0	42.0	42.0	32.0	78.0			46.0	46.0
Total Split (%)				35.0%	35.0%	35.0%	26.7%	65.0%			38.3%	38.3%
Maximum Green (s)				37.5	37.5	37.5	27.5	73.5			41.5	41.5
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					37.5	37.5	27.5	73.5			41.5	41.5
Actuated g/C Ratio					0.31	0.31	0.23	0.61			0.35	0.35
v/c Ratio					1.08	0.44	1.05	0.82			1.04	0.64
Control Delay					101.7	27.9	91.3	21.7			64.4	16.8
Queue Delay					0.0	0.0	0.0	29.8			0.0	0.0
Total Delay					101.7	27.9	91.3	51.5			64.4	16.8
LOS					F	C	F	D			E	B
Approach Delay					81.4			64.0			46.7	
Approach LOS					F			E			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 60.1	Intersection LOS: E
Intersection Capacity Utilization 102.9%	ICU Level of Service G
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 9: Alabama Street & I-10 WB Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	449	85	660	0	0	0	0	1548	509	322	999	0
Future Volume (vph)	449	85	660	0	0	0	0	1548	509	322	999	0
Ideal Flow (vphpl)	1800	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	*1.00	0.95	1.00	1.00	1.00	1.00	*1.00	1.00	1.00	0.95	1.00
Frt		0.917							0.850			
Flt Protected		0.982								0.950		
Satd. Flow (prot)	0	3422	0	0	0	0	0	5700	1615	1805	3610	0
Flt Permitted		0.982								0.950		
Satd. Flow (perm)	0	3422	0	0	0	0	0	5700	1615	1805	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		96							414			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		898			623			1369			591	
Travel Time (s)		20.4			14.2			31.1			13.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	473	89	695	0	0	0	0	1629	536	339	1052	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1257	0	0	0	0	0	1629	536	339	1052	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	55.0	55.0						50.0	50.0	35.0	85.0	
Total Split (%)	39.3%	39.3%						35.7%	35.7%	25.0%	60.7%	
Maximum Green (s)	50.5	50.5						45.5	45.5	30.5	80.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		50.5						47.1	47.1	28.9	80.5	
Actuated g/C Ratio		0.36						0.34	0.34	0.21	0.58	
v/c Ratio		1.06dr						0.85	0.66	0.91	0.51	
Control Delay		59.5						48.6	13.2	82.9	18.9	
Queue Delay		0.0						0.0	0.0	0.0	1.1	
Total Delay		59.5						48.6	13.2	82.9	20.0	
LOS		E						D	B	F	C	
Approach Delay		59.5						39.9			35.3	
Approach LOS		E						D			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 43.7	Intersection LOS: D
Intersection Capacity Utilization 102.9%	ICU Level of Service G
Analysis Period (min) 15	

* User Entered Value

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

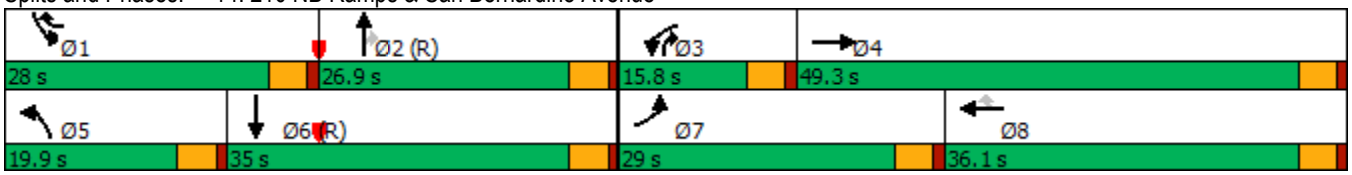
Splits and Phases: 10: Alabama Street & I-10 EB Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	633	773	247	101	969	531	104	613	76	336	29	214
Future Volume (vph)	633	773	247	101	969	531	104	613	76	336	29	214
Ideal Flow (vphpl)	1700	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	0		0	0		70	0		0
Storage Lanes	2		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	*1.00	*1.00	0.95	1.00	*1.00	1.00	1.00	*1.00	1.00	1.00	1.00	1.00
Frt		0.964				0.850			0.850		0.868	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3230	3663	0	1710	3800	1615	1710	3800	1615	1805	1649	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3230	3663	0	1710	3800	1615	1710	3800	1615	1805	1649	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45				95			136		225	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		709			2232			344			268	
Travel Time (s)		16.1			50.7			7.8			6.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	666	814	260	106	1020	559	109	645	80	354	31	225
Shared Lane Traffic (%)												
Lane Group Flow (vph)	666	1074	0	106	1020	559	109	645	80	354	256	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4		3	8	1	5	2	3	1	6	
Permitted Phases						8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8	1	5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	9.5	9.5	22.5	9.5	9.5	22.5	
Total Split (s)	29.0	49.3		15.8	36.1	28.0	19.9	26.9	15.8	28.0	35.0	
Total Split (%)	24.2%	41.1%		13.2%	30.1%	23.3%	16.6%	22.4%	13.2%	23.3%	29.2%	
Maximum Green (s)	24.5	44.8		11.3	31.6	23.5	15.4	22.4	11.3	23.5	30.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	None	None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	24.5	45.5		10.6	31.6	59.6	12.4	22.4	37.5	23.5	33.5	
Actuated g/C Ratio	0.20	0.38		0.09	0.26	0.50	0.10	0.19	0.31	0.20	0.28	
v/c Ratio	1.01	0.76		0.70	1.02	0.66	0.62	0.91	0.13	1.00	0.41	
Control Delay	85.3	35.4		77.4	77.4	22.8	66.2	65.9	1.0	97.2	9.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	85.3	35.4		77.4	77.4	22.8	66.2	65.9	1.0	97.2	9.0	
LOS	F	D		E	E	C	E	E	A	F	A	
Approach Delay		54.5			59.3			59.7			60.2	
Approach LOS		D			E			E			E	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 57.8	Intersection LOS: E
Intersection Capacity Utilization 97.5%	ICU Level of Service F
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 14: 210 NB Ramps & San Bernardino Avenue



Lanes, Volumes, Timings
1: California Street & I-10 WB Ramps

01/30/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	370	4	210	643	600	0	0	629	811
Future Volume (vph)	0	0	0	370	4	210	643	600	0	0	629	811
Ideal Flow (vphpl)	1900	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected					0.953		0.950					
Satd. Flow (prot)	0	0	0	0	1811	1615	3502	3610	0	0	5187	1615
Flt Permitted					0.953		0.950					
Satd. Flow (perm)	0	0	0	0	1811	1615	3502	3610	0	0	5187	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						221						583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1502			1273			312			1245	
Travel Time (s)		34.1			28.9			7.1			28.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	389	4	221	677	632	0	0	662	854
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	393	221	677	632	0	0	662	854
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	1	1	1			1	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	100	20	20	100			100	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				35.6	35.6	35.6	31.4	84.4			53.0	53.0
Total Split (%)				29.7%	29.7%	29.7%	26.2%	70.3%			44.2%	44.2%
Maximum Green (s)				31.1	31.1	31.1	26.9	79.9			48.5	48.5
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					-0.5	-0.5	-0.5	-0.5			-0.5	-0.5
Total Lost Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					29.6	29.6	26.4	82.4			52.1	52.1
Actuated g/C Ratio					0.25	0.25	0.22	0.69			0.43	0.43
v/c Ratio					0.88	0.39	0.88	0.25			0.29	0.83
Control Delay					65.2	6.7	62.4	4.7			23.1	17.7
Queue Delay					0.0	0.0	50.3	0.7			0.0	0.0
Total Delay					65.2	6.7	112.7	5.4			23.1	17.7
LOS					E	A	F	A			C	B
Approach Delay					44.1			60.9			20.1	
Approach LOS					D			E			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 39.9	Intersection LOS: D
Intersection Capacity Utilization 164.1%	ICU Level of Service H
Analysis Period (min) 15	

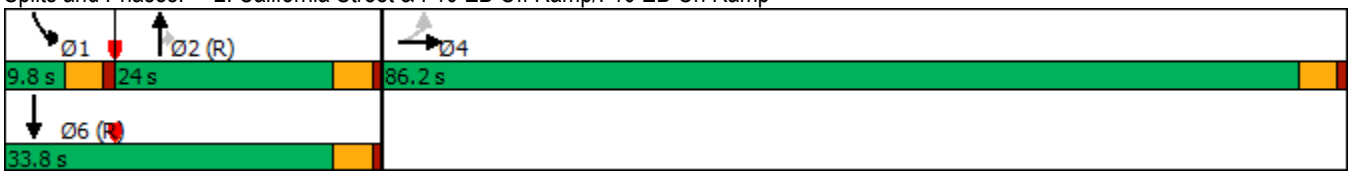
Splits and Phases: 1: California Street & I-10 WB Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	634	9	559	0	0	0	0	762	352	107	665	0
Future Volume (vph)	634	9	559	0	0	0	0	762	352	107	665	0
Ideal Flow (vphpl)	1800	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.95	1.00
Frt		0.937							0.850			
Flt Protected		0.974								0.950		
Satd. Flow (prot)	0	1734	0	0	0	0	0	5187	1615	3502	3610	0
Flt Permitted		0.974								0.950		
Satd. Flow (perm)	0	1734	0	0	0	0	0	5187	1615	3502	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24							371			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1514			1294			812			312	
Travel Time (s)		34.4			29.4			12.3			4.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	667	9	588	0	0	0	0	802	371	113	700	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1264	0	0	0	0	0	802	371	113	700	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1	1	1	1	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	100						100	20	20	100	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2			
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	86.2	86.2						24.0	24.0	9.8	33.8	
Total Split (%)	71.8%	71.8%						20.0%	20.0%	8.2%	28.2%	
Maximum Green (s)	81.7	81.7						19.5	19.5	5.3	29.3	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		-0.5						-0.5	-0.5	-0.5	-0.5	
Total Lost Time (s)		4.0						4.0	4.0	4.0	4.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		82.2						20.0	20.0	5.8	29.8	
Actuated g/C Ratio		0.68						0.17	0.17	0.05	0.25	
v/c Ratio		1.06						0.93	0.64	0.67	0.78	
Control Delay		62.8						67.0	10.1	90.0	37.7	
Queue Delay		18.3						0.0	0.0	0.0	5.4	
Total Delay		81.1						67.0	10.1	90.0	43.1	
LOS		F						E	B	F	D	
Approach Delay		81.1						49.0			49.6	
Approach LOS		F						D			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 61.6	Intersection LOS: E
Intersection Capacity Utilization 168.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 2: California Street & I-10 EB Off Ramp/I-10 EB On Ramp

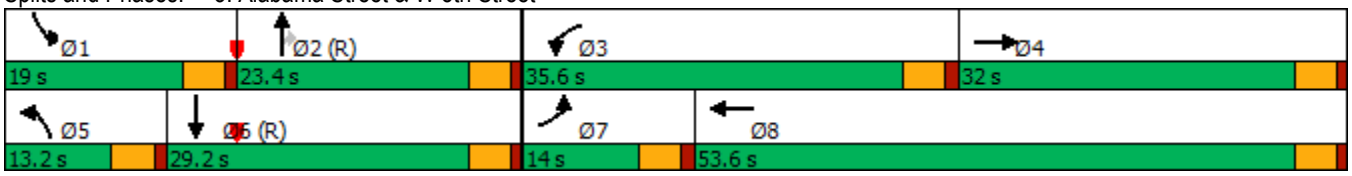


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	754	143	469	809	165	113	393	478	226	505	82
Future Volume (vph)	64	754	143	469	809	165	113	393	478	226	505	82
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.976			0.975				0.850		0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1710	3523	0	1710	3520	0	1710	3610	1615	1805	3534	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1710	3523	0	1710	3520	0	1710	3610	1615	1805	3534	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			28				476		15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1908			2750			621			1649	
Travel Time (s)		43.4			62.5			14.1			37.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	67	794	151	494	852	174	119	414	503	238	532	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	945	0	494	1026	0	119	414	503	238	618	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	100		20	100		20	100	20	20	100	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	14.0	32.0		35.6	53.6		13.2	23.4	23.4	19.0	29.2	
Total Split (%)	12.7%	29.1%		32.4%	48.7%		12.0%	21.3%	21.3%	17.3%	26.5%	
Maximum Green (s)	9.5	27.5		31.1	49.1		8.7	18.9	18.9	14.5	24.7	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	-0.5	-0.5		-0.5	-0.5		-0.5	-0.5	0.0	-0.5	-0.5	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.5	4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	9.0	28.0		31.6	52.7		9.2	19.4	18.9	15.0	25.2	
Actuated g/C Ratio	0.08	0.25		0.29	0.48		0.08	0.18	0.17	0.14	0.23	
v/c Ratio	0.48	1.04		1.01	0.60		0.83	0.65	0.75	0.97	0.75	
Control Delay	59.7	80.0		82.1	23.0		91.4	47.6	12.9	97.9	45.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	59.7	80.0		82.1	23.0		91.4	47.6	12.9	97.9	45.2	
LOS	E	F		F	C		F	D	B	F	D	
Approach Delay		78.7			42.2			35.8			59.9	
Approach LOS		E			D			D			E	

Intersection Summary	
Area Type: Other	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 52.5	Intersection LOS: D
Intersection Capacity Utilization 89.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: Alabama Street & W 5th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	3	327	50	50	423	198	478	6	19	901	250
Future Volume (vph)	150	3	327	50	50	423	198	478	6	19	901	250
Ideal Flow (vphpl)	1700	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.879			0.998			0.967	
Flt Protected	0.950				0.995		0.950			0.950		
Satd. Flow (prot)	3133	1900	1615	0	3157	0	1710	3603	0	1805	3491	0
Flt Permitted	0.950				0.923		0.950			0.950		
Satd. Flow (perm)	3133	1900	1615	0	2929	0	1710	3603	0	1805	3491	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			258		340			2			46	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1074			950			5792			621	
Travel Time (s)		24.4			21.6			131.6			14.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	158	3	344	53	53	445	208	503	6	20	948	263
Shared Lane Traffic (%)												
Lane Group Flow (vph)	158	3	344	0	551	0	208	509	0	20	1211	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	100	20	20	100		20	100		20	100	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Prot	NA	Prot	Perm	NA		Prot	NA		Prot	NA	
Protected Phases	7	4	4		8		5	2		1	6	
Permitted Phases				8								
Detector Phase	7	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	10.0	32.6	32.6	22.6	22.6		18.0	47.9		9.5	39.4	
Total Split (%)	11.1%	36.2%	36.2%	25.1%	25.1%		20.0%	53.2%		10.6%	43.8%	
Maximum Green (s)	5.5	28.1	28.1	18.1	18.1		13.5	43.4		5.0	34.9	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-0.5	-0.5	-0.5		-0.5		-0.5	-0.5		-0.5	-0.5	
Total Lost Time (s)	4.0	4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0	0	0			0			0	
Act Effct Green (s)	6.0	23.5	23.5		13.5		14.7	54.3		6.4	39.8	
Actuated g/C Ratio	0.07	0.26	0.26		0.15		0.16	0.60		0.07	0.44	
v/c Ratio	0.76	0.01	0.56		0.76		0.74	0.23		0.16	0.77	
Control Delay	65.3	22.0	11.0		20.4		53.4	10.1		42.3	25.9	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay	65.3	22.0	11.0		20.4		53.4	10.1		42.3	25.9	
LOS	E	C	B		C		D	B		D	C	
Approach Delay		28.1			20.4			22.7			26.2	
Approach LOS		C			C			C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 24.6	Intersection LOS: C
Intersection Capacity Utilization 79.7%	ICU Level of Service D
Analysis Period (min) 15	

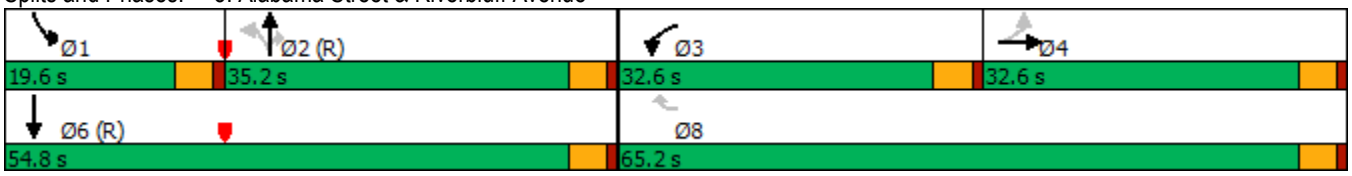
Splits and Phases: 4: Alabama Street & 3rd Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	0	5	35	0	37	13	597	29	44	1084	17
Future Volume (vph)	6	0	5	35	0	37	13	597	29	44	1084	17
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.939				0.850			0.850		0.998	
Flt Protected		0.973		0.950				0.999		0.950		
Satd. Flow (prot)	0	1736	0	1710	0	1615	0	1898	1615	1805	1896	0
Flt Permitted		0.973		0.950				0.969		0.950		
Satd. Flow (perm)	0	1736	0	1710	0	1615	0	1841	1615	1805	1896	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		95				55			95		1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		416			1617			460			310	
Travel Time (s)		9.5			36.8			10.5			7.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	6	0	5	37	0	39	14	628	31	46	1141	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	37	0	39	0	642	31	46	1159	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1		1	1	1	1	1	1	
Detector Template	Left	Thru		Left		Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20		20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0		0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0		0	0	0	0	0	0	
Detector 1 Size(ft)	20	100		20		20	20	100	20	20	100	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm	NA		Prot		Perm	Perm	NA	Perm	Prot	NA	
Protected Phases		4		3				2		1	6	
Permitted Phases	4					8	2		2			
Detector Phase	4	4		3		8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0		5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5		22.5	22.5	22.5	22.5	9.5	22.5	
Total Split (s)	32.6	32.6		32.6		65.2	35.2	35.2	35.2	19.6	54.8	
Total Split (%)	27.2%	27.2%		27.2%		54.3%	29.3%	29.3%	29.3%	16.3%	45.7%	
Maximum Green (s)	28.1	28.1		28.1		60.7	30.7	30.7	30.7	15.1	50.3	
Yellow Time (s)	3.5	3.5		3.5		3.5	3.5	3.5	3.5	3.5	3.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0		1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		-0.5		-0.5		-0.5		-0.5	-0.5	-0.5	-0.5	
Total Lost Time (s)		4.0		4.0		4.0		4.0	4.0	4.0	4.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None		None	C-Max	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0		7.0	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0		11.0		11.0	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0		0	0	0	0		0	
Act Effct Green (s)		6.0		8.6		10.3		95.5	95.5	9.0	107.3	
Actuated g/C Ratio		0.05		0.07		0.09		0.80	0.80	0.08	0.89	
v/c Ratio		0.06		0.30		0.21		0.44	0.02	0.34	0.68	
Control Delay		0.7		58.5		8.7		5.9	0.0	58.8	7.0	
Queue Delay		0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Total Delay		0.7		58.5		8.7		5.9	0.0	58.8	7.0	
LOS		A		E		A		A	A	E	A	
Approach Delay		0.7			32.9			5.6			9.0	
Approach LOS		A			C			A			A	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 8.7	Intersection LOS: A
Intersection Capacity Utilization 76.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Alabama Street & Riverbluff Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	10	22	20	11	8	75	644	28	14	943	128
Future Volume (vph)	32	10	22	20	11	8	75	644	28	14	943	128
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.949			0.971			0.994			0.982	
Flt Protected		0.976			0.975		0.950			0.950		
Satd. Flow (prot)	0	3344	0	0	3418	0	1710	1889	0	1805	1866	0
Flt Permitted		0.815			0.802		0.950			0.950		
Satd. Flow (perm)	0	2792	0	0	2811	0	1710	1889	0	1805	1866	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			8			2			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			825			2693			290	
Travel Time (s)		6.8			18.8			61.2			6.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	34	11	23	21	12	8	79	678	29	15	993	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	68	0	0	41	0	79	707	0	15	1128	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	100		20	100		20	100		20	100	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	44.5	44.5		44.5	44.5		31.5	44.0		31.5	44.0	
Total Split (%)	37.1%	37.1%		37.1%	37.1%		26.3%	36.7%		26.3%	36.7%	
Maximum Green (s)	40.0	40.0		40.0	40.0		27.0	39.5		27.0	39.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-0.5			-0.5		-0.5	-0.5		-0.5	-0.5	
Total Lost Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		7.9			7.9		11.4	102.0		7.1	93.7	
Actuated g/C Ratio		0.07			0.07		0.10	0.85		0.06	0.78	
v/c Ratio		0.33			0.21		0.49	0.44		0.14	0.77	
Control Delay		41.2			46.8		60.8	4.6		61.1	12.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		41.2			46.8		60.8	4.6		61.1	12.3	
LOS		D			D		E	A		E	B	
Approach Delay		41.2			46.8			10.3			13.0	
Approach LOS		D			D			B			B	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 13.6	Intersection LOS: B
Intersection Capacity Utilization 80.3%	ICU Level of Service D
Analysis Period (min) 15	

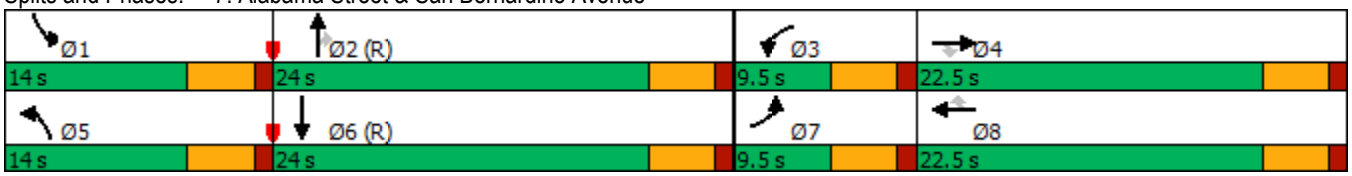
Splits and Phases: 6: Alabama Street & Palmetto Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	212	45	218	482	165	187	342	154	139	645	112
Future Volume (vph)	79	212	45	218	482	165	187	342	154	139	645	112
Ideal Flow (vphpl)	1800	1900	1900	1700	1900	1900	1800	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	250		0	170		0	260		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1710	5187	1615	3133	3610	1615	1710	3610	1615	1805	3531	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1710	5187	1615	3133	3610	1615	1710	3610	1615	1805	3531	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164			174			164		28	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5507			2072			2636			2693	
Travel Time (s)		125.2			47.1			59.9			61.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	83	223	47	229	507	174	197	360	162	146	679	118
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	223	47	229	507	174	197	360	162	146	797	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.15	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	100	20	20	100	20	20	100	20	20	100	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	14.0	24.0	24.0	14.0	24.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	13.6%	32.1%	32.1%	13.6%	32.1%	32.1%	20.0%	34.3%	34.3%	20.0%	34.3%	
Maximum Green (s)	5.0	18.0	18.0	5.0	18.0	18.0	9.5	19.5	19.5	9.5	19.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	5.5	15.2	15.2	5.5	17.1	17.1	10.8	25.9	25.9	9.7	22.5	
Actuated g/C Ratio	0.08	0.22	0.22	0.08	0.24	0.24	0.15	0.37	0.37	0.14	0.32	
v/c Ratio	0.62	0.20	0.10	0.93	0.58	0.33	0.75	0.27	0.23	0.59	0.69	
Control Delay	53.5	21.7	0.4	77.8	26.1	5.7	48.9	18.6	4.6	38.3	24.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	53.5	21.7	0.4	77.8	26.1	5.7	48.9	18.6	4.6	38.3	24.8	
LOS	D	C	A	E	C	A	D	B	A	D	C	
Approach Delay		26.4			35.2			23.7			26.9	
Approach LOS		C			D			C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 28.6	Intersection LOS: C
Intersection Capacity Utilization 63.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Alabama Street & San Bernardino Avenue

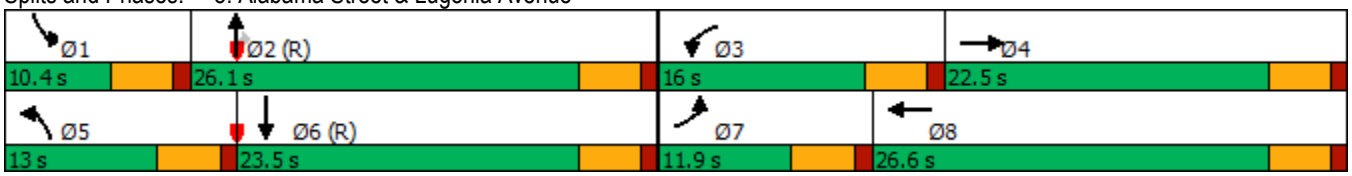


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	88	57	391	559	101	132	599	206	85	588	182
Future Volume (vph)	87	88	57	391	559	101	132	599	206	85	588	182
Ideal Flow (vphpl)	1800	1900	1900	1700	1900	1900	1800	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	0		0	200		0	180		0
Storage Lanes	1		0	2		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.91	0.91
Frt		0.941			0.977				0.850		0.964	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1710	3397	0	3133	3527	0	1710	3610	1615	1805	5000	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1710	3397	0	3133	3527	0	1710	3610	1615	1805	5000	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		60			28				217		101	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5332			3791			1051			2636	
Travel Time (s)		121.2			86.2			23.9			59.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	92	93	60	412	588	106	139	631	217	89	619	192
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	153	0	412	694	0	139	631	217	89	811	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.15	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	100		20	100		20	100	20	20	100	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	11.9	22.5		16.0	26.6		13.0	26.1	26.1	10.4	23.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	15.9%	30.0%		21.3%	35.5%		17.3%	34.8%	34.8%	13.9%	31.3%	
Maximum Green (s)	7.4	18.0		11.5	22.1		8.5	21.6	21.6	5.9	19.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	-0.5	-0.5		-0.5	-0.5		-0.5	-0.5	-0.5	-0.5	-0.5	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	7.6	15.0		12.0	21.4		9.3	27.1	27.1	7.0	22.8	
Actuated g/C Ratio	0.10	0.20		0.16	0.29		0.12	0.36	0.36	0.09	0.30	
v/c Ratio	0.53	0.21		0.82	0.68		0.66	0.48	0.30	0.53	0.51	
Control Delay	43.9	15.0		46.1	26.5		48.1	22.1	4.5	45.5	21.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	43.9	15.0		46.1	26.5		48.1	22.1	4.5	45.5	21.0	
LOS	D	B		D	C		D	C	A	D	C	
Approach Delay		25.8			33.8			21.9			23.4	
Approach LOS		C			C			C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 75	
Actuated Cycle Length: 75	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 26.7	Intersection LOS: C
Intersection Capacity Utilization 60.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Alabama Street & Lugonia Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	327	388	413	631	900	0	0	1039	564
Future Volume (vph)	0	0	0	327	388	413	631	900	0	0	1039	564
Ideal Flow (vphpl)	1900	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected					0.978		0.950					
Satd. Flow (prot)	0	0	0	0	1858	1615	1710	3610	0	0	3610	1615
Flt Permitted					0.978		0.950					
Satd. Flow (perm)	0	0	0	0	1858	1615	1710	3610	0	0	3610	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						140						142
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		918			1093			591			1051	
Travel Time (s)		20.9			24.8			13.4			23.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	344	408	435	664	947	0	0	1094	594
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	752	435	664	947	0	0	1094	594
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	1	1	1			1	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	100	20	20	100			100	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				47.0	47.0	47.0	44.0	83.0			39.0	39.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)				36.2%	36.2%	36.2%	33.8%	63.8%			30.0%	30.0%
Maximum Green (s)				42.5	42.5	42.5	39.5	78.5			34.5	34.5
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					-0.5	-0.5	-0.5	-0.5			-0.5	-0.5
Total Lost Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					43.0	43.0	40.0	79.0			35.0	35.0
Actuated g/C Ratio					0.33	0.33	0.31	0.61			0.27	0.27
v/c Ratio					1.22	0.69	1.26	0.43			1.13	1.10
Control Delay					153.1	31.7	170.8	14.3			113.7	104.2
Queue Delay					0.0	0.0	0.0	0.6			0.0	0.0
Total Delay					153.1	31.7	170.8	14.9			113.7	104.2
LOS					F	C	F	B			F	F
Approach Delay					108.6			79.2			110.4	
Approach LOS					F			E			F	

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.26	
Intersection Signal Delay: 98.7	Intersection LOS: F
Intersection Capacity Utilization 120.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 9: Alabama Street & I-10 WB Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	510	17	702	0	0	0	0	1051	184	163	707	0
Future Volume (vph)	510	17	702	0	0	0	0	1051	184	163	707	0
Ideal Flow (vphpl)	1800	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.914							0.850			
Flt Protected		0.980								0.950		
Satd. Flow (prot)	0	3234	0	0	0	0	0	3610	1615	1805	3610	0
Flt Permitted		0.980								0.950		
Satd. Flow (perm)	0	3234	0	0	0	0	0	3610	1615	1805	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		168							194			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		898			623			1369			591	
Travel Time (s)		20.4			14.2			31.1			13.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	537	18	739	0	0	0	0	1106	194	172	744	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1294	0	0	0	0	0	1106	194	172	744	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1	1	1	1	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	100						100	20	20	100	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2			
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	39.0	39.0						36.0	36.0	15.0	51.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	43.3%	43.3%						40.0%	40.0%	16.7%	56.7%	
Maximum Green (s)	34.5	34.5						31.5	31.5	10.5	46.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		-0.5						-0.5	-0.5	-0.5	-0.5	
Total Lost Time (s)		4.0						4.0	4.0	4.0	4.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		35.0						32.2	32.2	10.8	47.0	
Actuated g/C Ratio		0.39						0.36	0.36	0.12	0.52	
v/c Ratio		1.00dr						0.86	0.28	0.80	0.39	
Control Delay		39.5						35.0	4.3	65.6	13.7	
Queue Delay		0.0						0.0	0.0	0.0	0.0	
Total Delay		39.5						35.0	4.3	65.6	13.7	
LOS		D						C	A	E	B	
Approach Delay		39.5						30.4			23.5	
Approach LOS		D						C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 31.9	Intersection LOS: C
Intersection Capacity Utilization 120.3%	ICU Level of Service H
Analysis Period (min) 15	

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 10: Alabama Street & I-10 EB Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	531	589	1104	1174	0	0	0	0	303	0	328
Future Volume (vph)	0	531	589	1104	1174	0	0	0	0	303	0	328
Ideal Flow (vphpl)	1900	1900	1900	1700	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		220	0		0	0		0	0		0
Storage Lanes	0		1	2		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected				0.950							0.950	
Satd. Flow (prot)	0	3610	1615	3133	3610	0	0	0	0	0	1805	1615
Flt Permitted				0.950							0.950	
Satd. Flow (perm)	0	3610	1615	3133	3610	0	0	0	0	0	1805	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			388									102
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2750			477			659			386	
Travel Time (s)		62.5			10.8			15.0			8.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	559	620	1162	1236	0	0	0	0	319	0	345
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	559	620	1162	1236	0	0	0	0	0	319	345
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.15	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		100	20	20	100					20	100	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases			4							6		6
Detector Phase		4	4	3	8					6	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	9.5	22.5					22.5	22.5	22.5
Total Split (s)		24.2	24.2	42.0	66.2					23.8	23.8	23.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)		26.9%	26.9%	46.7%	73.6%					26.4%	26.4%	26.4%
Maximum Green (s)		19.7	19.7	37.5	61.7					19.3	19.3	19.3
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	1.0
Lost Time Adjust (s)		-0.5	-0.5	-0.5	-0.5						-0.5	-0.5
Total Lost Time (s)		4.0	4.0	4.0	4.0						4.0	4.0
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Recall Mode		None	None	None	None					C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0					7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0					0	0	0
Act Effct Green (s)		19.8	19.8	36.9	60.7						21.3	21.3
Actuated g/C Ratio		0.22	0.22	0.41	0.67						0.24	0.24
v/c Ratio		0.70	0.94	0.91	0.51						0.75	0.75
Control Delay		37.8	37.9	36.2	8.0						45.2	34.8
Queue Delay		0.0	0.0	2.1	0.7						0.0	0.0
Total Delay		37.8	37.9	38.3	8.7						45.2	34.8
LOS		D	D	D	A						D	C
Approach Delay		37.9			23.0						39.8	
Approach LOS		D			C						D	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2: and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 29.8	Intersection LOS: C
Intersection Capacity Utilization 98.5%	ICU Level of Service F
Analysis Period (min) 15	

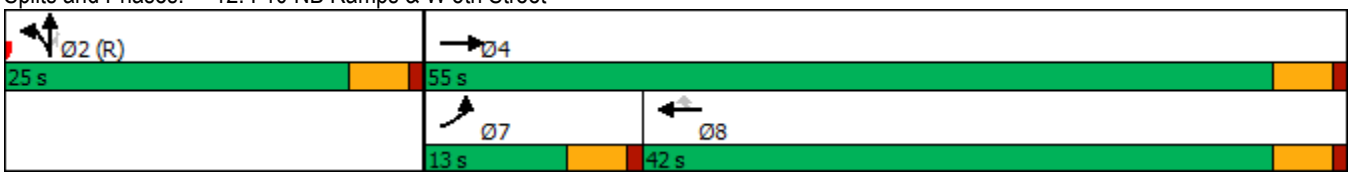
Splits and Phases: 11: 210 SB Ramps & W 5th Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	531	0	0	1738	575	498	6	413	0	0	0
Future Volume (vph)	154	531	0	0	1738	575	498	6	413	0	0	0
Ideal Flow (vphpl)	1800	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	0		360	0		0	0		0
Storage Lanes	1		0	0		1	1		2	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.95	0.95	0.88	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.953				
Satd. Flow (prot)	1710	3610	0	0	5187	1615	1715	1720	2842	0	0	0
Flt Permitted	0.950						0.950	0.953				
Satd. Flow (perm)	1710	3610	0	0	5187	1615	1715	1720	2842	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						605			435			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		477			2099			595			477	
Travel Time (s)		10.8			47.7			13.5			10.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	162	559	0	0	1829	605	524	6	435	0	0	0
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	162	559	0	0	1829	605	262	268	435	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1	1	1	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	100			100	20	20	100	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm			
Protected Phases	7	4			8		2	2				
Permitted Phases						8			2			
Detector Phase	7	4			8	8	2	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
Minimum Split (s)	9.5	22.5			22.5	22.5	22.5	22.5	22.5			
Total Split (s)	13.0	55.0			42.0	42.0	25.0	25.0	25.0			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	16.3%	68.8%			52.5%	52.5%	31.3%	31.3%	31.3%			
Maximum Green (s)	8.5	50.5			37.5	37.5	20.5	20.5	20.5			
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	-0.5	-0.5			-0.5	-0.5	-0.5	-0.5	-0.5			
Total Lost Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	None			None	None	C-Max	C-Max	C-Max			
Walk Time (s)		7.0			7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)		0			0	0	0	0	0			
Act Effct Green (s)	9.0	51.0			38.0	38.0	21.0	21.0	21.0			
Actuated g/C Ratio	0.11	0.64			0.48	0.48	0.26	0.26	0.26			
v/c Ratio	0.84	0.24			0.74	0.56	0.58	0.59	0.41			
Control Delay	71.8	6.5			19.4	3.4	31.8	32.2	3.8			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	71.8	6.5			19.4	3.4	31.8	32.2	3.8			
LOS	E	A			B	A	C	C	A			
Approach Delay		21.2			15.4			19.3				
Approach LOS		C			B			B				

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 17.3	Intersection LOS: B
Intersection Capacity Utilization 98.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 12: I-10 NB Ramps & W 5th Street

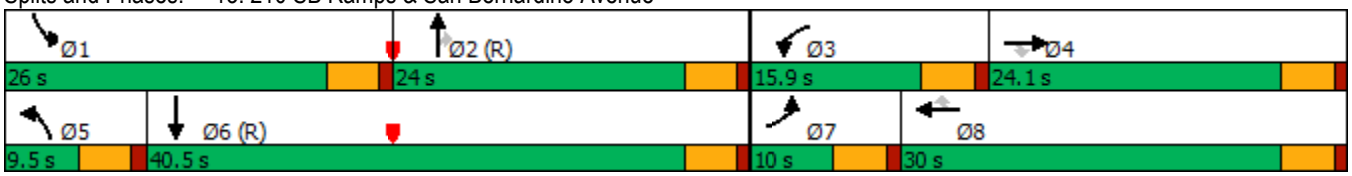


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	269	27	104	461	472	21	9	32	352	299	418
Future Volume (vph)	73	269	27	104	461	472	21	9	32	352	299	418
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	0		0	230		0	100		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.913	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1710	3610	1615	1710	1900	1615	1710	1900	1615	1805	3296	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1710	3610	1615	1710	1900	1615	1710	1900	1615	1805	3296	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			236			497			236		378	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2072			709			529			237	
Travel Time (s)		47.1			16.1			12.0			5.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	77	283	28	109	485	497	22	9	34	371	315	440
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	283	28	109	485	497	22	9	34	371	755	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	100	20	20	100	20	20	100	20	20	100	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	10.0	24.1	24.1	15.9	30.0	30.0	9.5	24.0	24.0	26.0	40.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	11.1%	26.8%	26.8%	17.7%	33.3%	33.3%	10.6%	26.7%	26.7%	28.9%	45.0%	
Maximum Green (s)	5.5	19.6	19.6	11.4	25.5	25.5	5.0	19.5	19.5	21.5	36.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	6.0	21.2	21.2	10.4	25.4	25.4	5.6	23.5	23.5	21.1	44.8	
Actuated g/C Ratio	0.07	0.24	0.24	0.12	0.28	0.28	0.06	0.26	0.26	0.23	0.50	
v/c Ratio	0.68	0.33	0.05	0.55	0.91	0.61	0.21	0.02	0.06	0.88	0.41	
Control Delay	70.7	30.2	0.2	48.0	53.9	6.1	45.1	27.7	0.2	55.8	8.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	70.7	30.2	0.2	48.0	53.9	6.1	45.1	27.7	0.2	55.8	8.6	
LOS	E	C	A	D	D	A	D	C	A	E	A	
Approach Delay		36.1			31.6			19.2			24.1	
Approach LOS		D			C			B			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 28.8	Intersection LOS: C
Intersection Capacity Utilization 64.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 13: 210 SB Ramps & San Bernardino Avenue

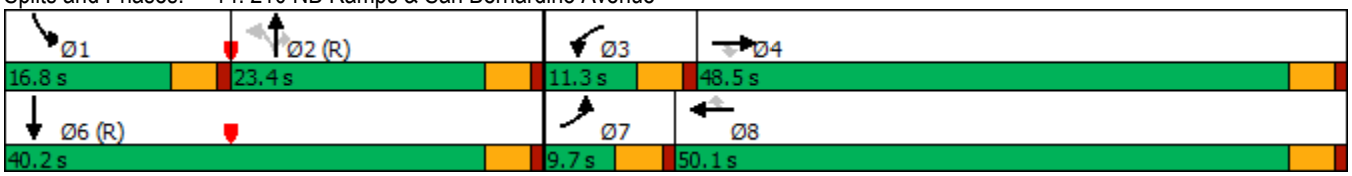


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	168	463	198	44	847	418	70	394	31	203	13	175
Future Volume (vph)	168	463	198	44	847	418	70	394	31	203	13	175
Ideal Flow (vphpl)	1700	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	0		0	150		70	0		0
Storage Lanes	2		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.861	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3133	1900	1615	1710	1900	1615	1710	3610	1615	1805	1636	0
Flt Permitted	0.950			0.950			0.633			0.950		
Satd. Flow (perm)	3133	1900	1615	1710	1900	1615	1139	3610	1615	1805	1636	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			208			362			115		184	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		709			2232			344			268	
Travel Time (s)		16.1			50.7			7.8			6.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	177	487	208	46	892	440	74	415	33	214	14	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	177	487	208	46	892	440	74	415	33	214	198	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	100	20	20	100	20	20	100	20	20	100	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases			4			8	2		2			
Detector Phase	7	4	4	3	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	
Total Split (s)	9.7	48.5	48.5	11.3	50.1	50.1	23.4	23.4	23.4	16.8	40.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	9.7%	48.5%	48.5%	11.3%	50.1%	50.1%	23.4%	23.4%	23.4%	16.8%	40.2%	
Maximum Green (s)	5.2	44.0	44.0	6.8	45.6	45.6	18.9	18.9	18.9	12.3	35.7	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0		0	
Act Effct Green (s)	5.7	49.0	49.0	7.0	46.1	46.1	19.4	19.4	19.4	12.8	36.2	
Actuated g/C Ratio	0.06	0.49	0.49	0.07	0.46	0.46	0.19	0.19	0.19	0.13	0.36	
v/c Ratio	0.99	0.52	0.23	0.38	1.02	0.47	0.34	0.59	0.08	0.93	0.28	
Control Delay	115.0	21.2	3.1	53.9	63.5	5.3	39.8	40.7	0.4	87.6	5.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	115.0	21.2	3.1	53.9	63.5	5.3	39.8	40.7	0.4	87.6	5.2	
LOS	F	C	A	D	E	A	D	D	A	F	A	
Approach Delay		35.9			44.6			38.0			48.0	
Approach LOS		D			D			D			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 41.6	Intersection LOS: D
Intersection Capacity Utilization 85.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 14: 210 NB Ramps & San Bernardino Avenue



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	6	336	203	6	2	2
Future Volume (vph)	6	336	203	6	2	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.996			0.850
Flt Protected		0.999			0.950	
Satd. Flow (prot)	0	3606	3596	0	1805	1615
Flt Permitted		0.999			0.950	
Satd. Flow (perm)	0	3606	3596	0	1805	1615
Link Speed (mph)		30	30		30	
Link Distance (ft)		1636	441		315	
Travel Time (s)		37.2	10.0		7.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	6	354	214	6	2	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	360	220	0	2	2
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.6%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	336	203	24	7	0
Future Volume (vph)	0	336	203	24	7	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.984			
Flt Protected					0.950	
Satd. Flow (prot)	0	3610	3552	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	3610	3552	0	1805	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		441	580		365	
Travel Time (s)		10.0	13.2		8.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	354	214	25	7	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	354	239	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	336	203	12	4	0
Future Volume (vph)	0	336	203	12	4	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.991			
Flt Protected					0.950	
Satd. Flow (prot)	0	3610	3578	0	1805	1900
Flt Permitted					0.950	
Satd. Flow (perm)	0	3610	3578	0	1805	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		580	300		152	
Travel Time (s)		13.2	6.8		3.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	354	214	13	4	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	354	227	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	597	901	0
Future Volume (vph)	0	0	0	597	901	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1900	0	1900	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1900	0	1900	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	368			290	460	
Travel Time (s)	8.4			6.6	10.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	628	948	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	628	948	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.8%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	7	0	644	1084	0
Future Volume (vph)	0	7	0	644	1084	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1644	0	1900	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1644	0	1900	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	317			310	898	
Travel Time (s)	7.2			7.0	20.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	7	0	678	1141	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	7	0	678	1141	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.1%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	428	11	465	724	1098	0	0	476	938
Future Volume (vph)	0	0	0	428	11	465	724	1098	0	0	476	938
Ideal Flow (vphpl)	1900	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frt					0.854							0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1710	1623	0	3502	3610	0	0	5187	1615
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1710	1623	0	3502	3610	0	0	5187	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					99							565
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1502			1273			312			1245	
Travel Time (s)		34.1			28.9			7.1			28.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	451	12	489	762	1156	0	0	501	987
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	451	501	0	762	1156	0	0	501	987
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2			2	1
Detector Template				Left	Thru		Left	Thru			Thru	Right
Leading Detector (ft)				20	100		20	100			100	20
Trailing Detector (ft)				0	0		0	0			0	0
Detector 1 Position(ft)				0	0		0	0			0	0
Detector 1 Size(ft)				20	6		20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA		Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases												6
Detector Phase				8	8		5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0		5.0	5.0			5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				22.5	22.5		9.5	22.5			22.5	22.5
Total Split (s)				28.1	28.1		24.2	61.9			37.7	37.7
Total Split (%)				31.2%	31.2%		26.9%	68.8%			41.9%	41.9%
Maximum Green (s)				23.6	23.6		19.7	57.4			33.2	33.2
Yellow Time (s)				3.5	3.5		3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0		1.0	1.0			1.0	1.0
Lost Time Adjust (s)				0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)				4.5	4.5		4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0		3.0	3.0			3.0	3.0
Recall Mode				None	None		None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0			7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0			0			0	0
Act Effct Green (s)				23.6	23.6		19.7	57.4			33.2	33.2
Actuated g/C Ratio				0.26	0.26		0.22	0.64			0.37	0.37
v/c Ratio				1.01	1.01		0.99	0.50			0.26	1.04
Control Delay				79.4	70.4		67.8	9.6			20.3	53.3
Queue Delay				0.0	0.0		13.8	3.8			0.0	0.0
Total Delay				79.4	70.4		81.6	13.4			20.3	53.3
LOS				E	E		F	B			C	D
Approach Delay					74.7			40.5			42.2	
Approach LOS					E			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 48.5 Intersection LOS: D
Intersection Capacity Utilization 189.0% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 1: California Street & I-10 WB Ramps

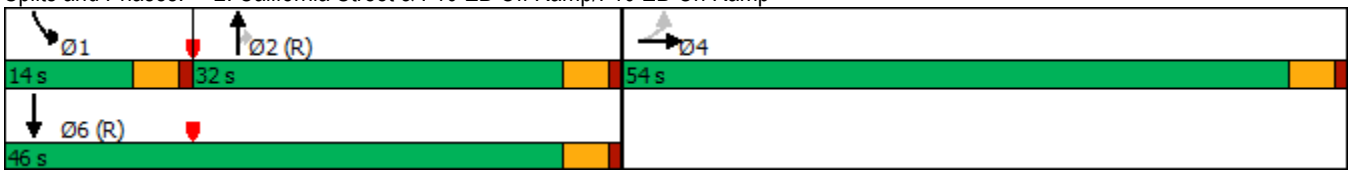
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	480	9	513	0	0	0	0	1213	644	333	648	0
Future Volume (vph)	480	9	513	0	0	0	0	1213	644	333	648	0
Ideal Flow (vphpl)	1800	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.95	1.00
Frt		0.931							0.850			
Flt Protected		0.977								0.950		
Satd. Flow (prot)	0	1728	0	0	0	0	0	5187	1615	3502	3610	0
Flt Permitted		0.977								0.950		
Satd. Flow (perm)	0	1728	0	0	0	0	0	5187	1615	3502	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		75							678			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1514			1294			812			312	
Travel Time (s)		34.4			29.4			18.5			7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	505	9	540	0	0	0	0	1277	678	351	682	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1054	0	0	0	0	0	1277	678	351	682	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2			
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	54.0	54.0						32.0	32.0	14.0	46.0	
Total Split (%)	54.0%	54.0%						32.0%	32.0%	14.0%	46.0%	
Maximum Green (s)	49.5	49.5						27.5	27.5	9.5	41.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		49.5						27.5	27.5	9.5	41.5	
Actuated g/C Ratio		0.50						0.28	0.28	0.10	0.42	
v/c Ratio		1.18						0.90	0.73	1.06	0.46	
Control Delay		117.2						44.4	7.6	109.8	22.3	
Queue Delay		0.0						0.0	0.0	0.0	2.7	
Total Delay		117.2						44.4	7.6	109.8	25.0	
LOS		F						D	A	F	C	
Approach Delay		117.2						31.6			53.8	
Approach LOS		F						C			D	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.18
Intersection Signal Delay: 59.6 Intersection LOS: E
Intersection Capacity Utilization 189.0% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 2: California Street & I-10 EB Off Ramp/I-10 EB On Ramp



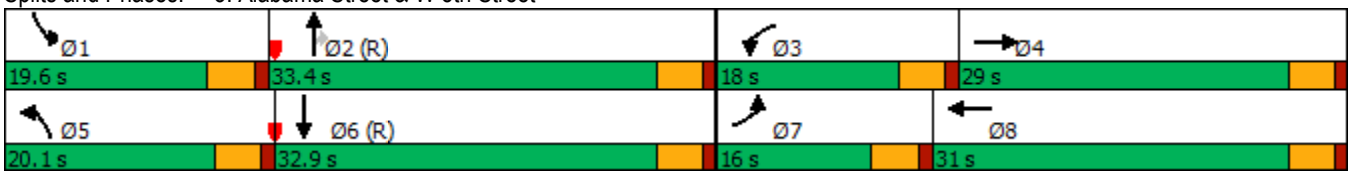
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	814	81	233	349	198	141	680	634	261	382	54
Future Volume (vph)	86	814	81	233	349	198	141	680	634	261	382	54
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	*0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.986			0.946				0.850		0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1710	3559	0	1710	3415	0	1710	3610	1615	1805	3541	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1710	3559	0	1710	3415	0	1710	3610	1615	1805	3541	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			107				278		15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1908			2750			621			1649	
Travel Time (s)		43.4			62.5			14.1			37.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	91	857	85	245	367	208	148	716	667	275	402	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	942	0	245	575	0	148	716	667	275	459	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	16.0	29.0		18.0	31.0		20.1	33.4	33.4	19.6	32.9	
Total Split (%)	16.0%	29.0%		18.0%	31.0%		20.1%	33.4%	33.4%	19.6%	32.9%	
Maximum Green (s)	11.5	24.5		13.5	26.5		15.6	28.9	28.9	15.1	28.4	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	9.8	24.5		13.5	30.4		13.1	28.9	28.9	15.1	30.9	
Actuated g/C Ratio	0.10	0.24		0.14	0.30		0.13	0.29	0.29	0.15	0.31	
v/c Ratio	0.54	1.07		1.07	0.52		0.66	0.69	1.00	1.01	0.42	
Control Delay	54.9	88.2		120.5	26.1		55.6	35.6	58.2	101.2	28.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	54.9	88.2		120.5	26.1		55.6	35.6	58.2	101.2	28.4	
LOS	D	F		F	C		E	D	E	F	C	
Approach Delay		85.2			54.3			47.4			55.7	
Approach LOS		F			D			D			E	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 59.7 Intersection LOS: E
Intersection Capacity Utilization 90.0% ICU Level of Service E
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 3: Alabama Street & W 5th Street



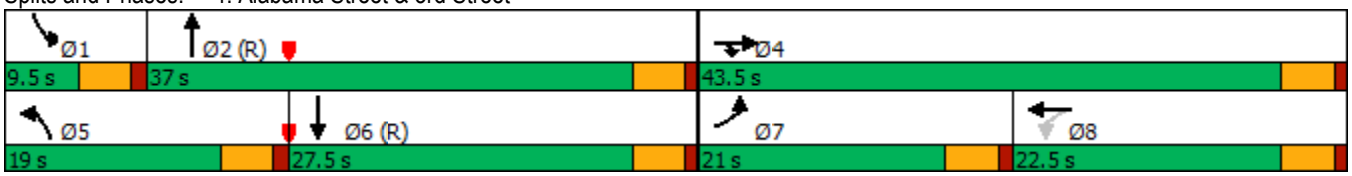
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	480	36	427	91	25	141	214	1071	5	9	669	88
Future Volume (vph)	480	36	427	91	25	141	214	1071	5	9	669	88
Ideal Flow (vphpl)	1700	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.918			0.999			0.982	
Flt Protected	0.950				0.983		0.950			0.950		
Satd. Flow (prot)	3133	1900	1615	0	3258	0	1710	3606	0	1805	3545	0
Flt Permitted	0.950				0.842		0.950			0.950		
Satd. Flow (perm)	3133	1900	1615	0	2790	0	1710	3606	0	1805	3545	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			349		128			1			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1074			950			5792			621	
Travel Time (s)		24.4			21.6			131.6			14.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	505	38	449	96	26	148	225	1127	5	9	704	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	505	38	449	0	270	0	225	1132	0	9	797	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Prot	Perm	NA		Prot	NA		Prot	NA	
Protected Phases	7	4	4		8		5	2		1	6	
Permitted Phases				8								
Detector Phase	7	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	21.0	43.5	43.5	22.5	22.5		19.0	37.0		9.5	27.5	
Total Split (%)	23.3%	48.3%	48.3%	25.0%	25.0%		21.1%	41.1%		10.6%	30.6%	
Maximum Green (s)	16.5	39.0	39.0	18.0	18.0		14.5	32.5		5.0	23.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0	0	0			0			0	
Act Effct Green (s)	16.3	31.0	31.0		10.2		16.8	47.7		6.1	28.7	
Actuated g/C Ratio	0.18	0.34	0.34		0.11		0.19	0.53		0.07	0.32	
v/c Ratio	0.89	0.06	0.57		0.63		0.71	0.59		0.07	0.70	
Control Delay	55.5	18.5	8.3		26.1		46.8	17.8		40.3	32.0	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay	55.5	18.5	8.3		26.1		46.8	17.8		40.3	32.0	
LOS	E	B	A		C		D	B		D	C	
Approach Delay		32.8			26.1			22.6			32.1	
Approach LOS		C			C			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 28.1 Intersection LOS: C
Intersection Capacity Utilization 72.1% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 4: Alabama Street & 3rd Street



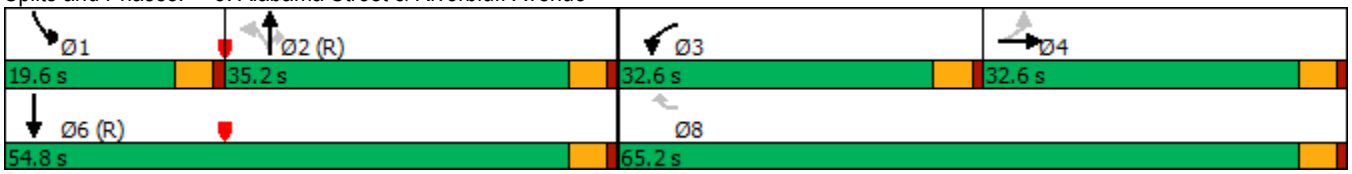
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	0	16	97	0	143	6	1180	44	53	1032	8
Future Volume (vph)	20	0	16	97	0	143	6	1180	44	53	1032	8
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.940				0.850			0.850		0.999	
Flt Protected		0.973		0.950						0.950		
Satd. Flow (prot)	0	1738	0	1710	0	1615	0	1900	1615	1805	1898	0
Flt Permitted		0.973		0.950				0.995		0.950		
Satd. Flow (perm)	0	1738	0	1710	0	1615	0	1890	1615	1805	1898	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		95				151			95			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		416			1617			460			310	
Travel Time (s)		9.5			36.8			10.5			7.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	21	0	17	102	0	151	6	1242	46	56	1086	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	102	0	151	0	1248	46	56	1094	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1		1	1	2	1	1	2	
Detector Template	Left	Thru		Left		Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20		20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0		0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0		0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20		20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA		Prot		Perm	Perm	NA	Perm	Prot	NA	
Protected Phases		4		3				2		1	6	
Permitted Phases	4					8	2		2			
Detector Phase	4	4		3		8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0		5.0	5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5		22.5	22.5	22.5	22.5	9.5	22.5	
Total Split (s)	32.6	32.6		32.6		65.2	35.2	35.2	35.2	19.6	54.8	
Total Split (%)	27.2%	27.2%		27.2%		54.3%	29.3%	29.3%	29.3%	16.3%	45.7%	
Maximum Green (s)	28.1	28.1		28.1		60.7	30.7	30.7	30.7	15.1	50.3	
Yellow Time (s)	3.5	3.5		3.5		3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0		1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5		4.5		4.5		4.5	4.5	4.5	4.5	
Lead/Lag	Lag	Lag		Lead			Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None		None	C-Max	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0		7.0	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0		11.0		11.0	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0		0	0	0	0		0	
Act Effct Green (s)		5.5		12.5		18.5		80.9	80.9	9.1	92.5	
Actuated g/C Ratio		0.05		0.10		0.15		0.67	0.67	0.08	0.77	
v/c Ratio		0.22		0.57		0.40		0.98	0.04	0.41	0.75	
Control Delay		3.0		63.2		9.3		43.3	0.1	61.1	13.6	
Queue Delay		0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Total Delay		3.0		63.2		9.3		43.3	0.1	61.1	13.6	
LOS		A		E		A		D	A	E	B	
Approach Delay		3.0			31.0			41.8			15.9	
Approach LOS		A			C			D			B	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 29.4 Intersection LOS: C
Intersection Capacity Utilization 86.7% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 5: Alabama Street & Riverbluff Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	196	10	50	21	18	18	36	1036	18	15	1026	63
Future Volume (vph)	196	10	50	21	18	18	36	1036	18	15	1026	63
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.971			0.952			0.997			0.991	
Flt Protected		0.963			0.982		0.950			0.950		
Satd. Flow (prot)	0	3376	0	0	3375	0	1710	1894	0	1805	1883	0
Flt Permitted		0.745			0.805		0.950			0.950		
Satd. Flow (perm)	0	2611	0	0	2767	0	1710	1894	0	1805	1883	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			19			2			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			825			2693			290	
Travel Time (s)		6.8			18.8			61.2			6.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	206	11	53	22	19	19	38	1091	19	16	1080	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	270	0	0	60	0	38	1110	0	16	1146	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	22.6	22.6		22.6	22.6		9.6	57.8		9.6	57.8	
Total Split (%)	25.1%	25.1%		25.1%	25.1%		10.7%	64.2%		10.7%	64.2%	
Maximum Green (s)	18.1	18.1		18.1	18.1		5.1	53.3		5.1	53.3	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		13.6			13.6		6.4	65.5		5.8	60.6	
Actuated g/C Ratio		0.15			0.15		0.07	0.73		0.06	0.67	
v/c Ratio		0.89dl			0.14		0.31	0.81		0.14	0.90	
Control Delay		38.6			24.0		34.1	30.7		42.6	27.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	1.4	
Total Delay		38.6			24.0		34.1	30.7		42.6	28.5	
LOS		D			C		C	C		D	C	
Approach Delay		38.6			24.0			30.8			28.7	
Approach LOS		D			C			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 30.5 Intersection LOS: C
Intersection Capacity Utilization 83.4% ICU Level of Service E
Analysis Period (min) 15
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 6: Alabama Street & Palmetto Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	168	672	81	162	255	206	57	669	338	283	729	76
Future Volume (vph)	168	672	81	162	255	206	57	669	338	283	729	76
Ideal Flow (vphpl)	1800	1900	1900	1700	1900	1900	1800	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	250		0	170		0	260		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1710	5187	1615	3133	3610	1615	1710	3610	1615	1805	3559	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1710	5187	1615	3133	3610	1615	1710	3610	1615	1805	3559	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			217			284		14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5507			2072			2636			2693	
Travel Time (s)		125.2			47.1			59.9			61.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	177	707	85	171	268	217	60	704	356	298	767	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	177	707	85	171	268	217	60	704	356	298	847	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.15	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	15.1	25.2	25.2	12.4	22.5	22.5	13.8	28.4	28.4	24.0	38.6	
Total Split (%)	16.8%	28.0%	28.0%	13.8%	25.0%	25.0%	15.3%	31.6%	31.6%	26.7%	42.9%	
Maximum Green (s)	10.6	20.7	20.7	7.9	18.0	18.0	9.3	23.9	23.9	19.5	34.1	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	10.6	18.7	18.7	7.8	15.9	15.9	8.0	27.3	27.3	18.1	39.5	
Actuated g/C Ratio	0.12	0.21	0.21	0.09	0.18	0.18	0.09	0.30	0.30	0.20	0.44	
v/c Ratio	0.88	0.65	0.18	0.63	0.42	0.47	0.40	0.64	0.52	0.82	0.54	
Control Delay	79.9	35.6	0.8	39.5	31.1	16.0	42.6	22.0	12.8	44.5	10.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	79.9	35.6	0.8	39.5	31.1	16.0	42.6	22.0	12.8	44.5	10.4	
LOS	E	D	A	D	C	B	D	C	B	D	B	
Approach Delay		40.6			28.3			20.2			19.3	
Approach LOS		D			C			C			B	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 26.4	Intersection LOS: C
Intersection Capacity Utilization 67.3%	ICU Level of Service C
Analysis Period (min) 15	

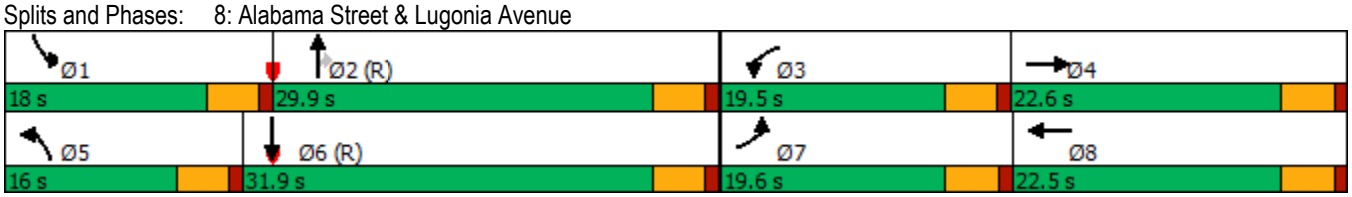
Splits and Phases: 7: Alabama Street & San Bernardino Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	268	520	131	462	376	102	138	944	507	248	883	194
Future Volume (vph)	268	520	131	462	376	102	138	944	507	248	883	194
Ideal Flow (vphpl)	1800	1900	1900	1700	1900	1900	1800	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	0		0	200		0	180		0
Storage Lanes	1		0	2		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.91	0.91
Frt		0.970			0.968				0.850		0.973	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1710	3502	0	3133	3494	0	1710	3610	1615	1805	5047	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1710	3502	0	3133	3494	0	1710	3610	1615	1805	5047	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			34				407		56	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5332			3791			1051			2636	
Travel Time (s)		121.2			86.2			23.9			59.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	282	547	138	486	396	107	145	994	534	261	929	204
Shared Lane Traffic (%)												
Lane Group Flow (vph)	282	685	0	486	503	0	145	994	534	261	1133	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.15	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	19.6	22.6		19.5	22.5		16.0	29.9	29.9	18.0	31.9	
Total Split (%)	21.8%	25.1%		21.7%	25.0%		17.8%	33.2%	33.2%	20.0%	35.4%	
Maximum Green (s)	15.1	18.1		15.0	18.0		11.5	25.4	25.4	13.5	27.4	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	15.1	18.1		15.0	18.0		10.8	25.4	25.4	13.5	28.1	
Actuated g/C Ratio	0.17	0.20		0.17	0.20		0.12	0.28	0.28	0.15	0.31	
v/c Ratio	0.99	0.94		0.93	0.69		0.71	0.98	0.71	0.97	0.70	
Control Delay	89.5	56.5		64.0	36.8		57.9	56.3	13.3	80.8	31.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	89.5	56.5		64.0	36.8		57.9	56.3	13.3	80.8	31.7	
LOS	F	E		E	D		E	E	B	F	C	
Approach Delay		66.1			50.2			42.7			40.9	
Approach LOS		E			D			D			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 48.2	Intersection LOS: D
Intersection Capacity Utilization 88.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 8: Alabama Street & Lugonia Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	214	387	229	828	1809	0	0	1316	772
Future Volume (vph)	0	0	0	214	387	229	828	1809	0	0	1316	772
Ideal Flow (vphpl)	1900	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected					0.983		0.950					
Satd. Flow (prot)	0	0	0	0	1868	1615	1805	3610	0	0	3610	1615
Flt Permitted					0.983		0.950					
Satd. Flow (perm)	0	0	0	0	1868	1615	1805	3610	0	0	3610	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						50						70
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		918			1093			591			1051	
Travel Time (s)		20.9			24.8			13.4			23.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	225	407	241	872	1904	0	0	1385	813
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	632	241	872	1904	0	0	1385	813
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				37.0	37.0	37.0	44.0	93.0			49.0	49.0
Total Split (%)				28.5%	28.5%	28.5%	33.8%	71.5%			37.7%	37.7%
Maximum Green (s)				32.5	32.5	32.5	39.5	88.5			44.5	44.5
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					32.5	32.5	39.5	88.5			44.5	44.5
Actuated g/C Ratio					0.25	0.25	0.30	0.68			0.34	0.34
v/c Ratio					1.35	0.55	1.59	0.77			1.12	1.36
Control Delay					210.8	38.5	305.9	19.0			105.6	204.5
Queue Delay					0.0	0.0	0.0	8.7			0.0	0.0
Total Delay					210.8	38.5	305.9	27.7			105.6	204.5
LOS					F	D	F	C			F	F
Approach Delay					163.2			115.1			142.2	
Approach LOS					F			F			F	

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.59	
Intersection Signal Delay: 132.5	Intersection LOS: F
Intersection Capacity Utilization 137.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 9: Alabama Street & I-10 WB Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	450	85	660	0	0	0	0	1554	509	327	1013	0
Future Volume (vph)	450	85	660	0	0	0	0	1554	509	327	1013	0
Ideal Flow (vphpl)	1800	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	*1.00	0.95	1.00	1.00	1.00	1.00	*1.00	1.00	1.00	0.95	1.00
Frt		0.917							0.850			
Flt Protected		0.982								0.950		
Satd. Flow (prot)	0	3422	0	0	0	0	0	3800	1615	1805	3610	0
Flt Permitted		0.982								0.950		
Satd. Flow (perm)	0	3422	0	0	0	0	0	3800	1615	1805	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		115							339			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		898			623			1369			591	
Travel Time (s)		20.4			14.2			31.1			13.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	474	89	695	0	0	0	0	1636	536	344	1066	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1258	0	0	0	0	0	1636	536	344	1066	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	44.0	44.0						57.9	57.9	28.1	86.0	
Total Split (%)	33.8%	33.8%						44.5%	44.5%	21.6%	66.2%	
Maximum Green (s)	39.5	39.5						53.4	53.4	23.6	81.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		39.5						53.4	53.4	23.6	81.5	
Actuated g/C Ratio		0.30						0.41	0.41	0.18	0.63	
v/c Ratio		1.20dr						1.05	0.62	1.05	0.47	
Control Delay		105.9						74.2	13.8	97.5	7.9	
Queue Delay		3.7						21.1	0.0	0.0	0.2	
Total Delay		109.6						95.3	13.8	97.5	8.1	
LOS		F						F	B	F	A	
Approach Delay		109.6						75.2			29.9	
Approach LOS		F						E			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.12	
Intersection Signal Delay: 70.9	Intersection LOS: E
Intersection Capacity Utilization 137.1%	ICU Level of Service H
Analysis Period (min) 15	

* User Entered Value

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 10: Alabama Street & I-10 EB Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1296	667	539	664	0	0	0	0	454	7	278
Future Volume (vph)	0	1296	667	539	664	0	0	0	0	454	7	278
Ideal Flow (vphpl)	1900	1900	1900	1700	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		220	0		0	0		0	0		0
Storage Lanes	0		1	2		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected				0.950							0.953	
Satd. Flow (prot)	0	3610	1615	3133	3610	0	0	0	0	0	1811	1615
Flt Permitted				0.950							0.953	
Satd. Flow (perm)	0	3610	1615	3133	3610	0	0	0	0	0	1811	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			581									263
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2750			477			659			386	
Travel Time (s)		62.5			10.8			15.0			8.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1364	702	567	699	0	0	0	0	478	7	293
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1364	702	567	699	0	0	0	0	0	485	293
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.15	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		6	20	20	6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	Prot	NA					Split	NA	Perm
Protected Phases		4		3	8					6	6	
Permitted Phases			4									6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4	4	3	8					6	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	9.5	22.5					22.5	22.5	22.5
Total Split (s)		37.0	37.0	25.0	62.0					28.0	28.0	28.0
Total Split (%)		41.1%	41.1%	27.8%	68.9%					31.1%	31.1%	31.1%
Maximum Green (s)		32.5	32.5	20.5	57.5					23.5	23.5	23.5
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0						0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5						4.5	4.5
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Recall Mode		None	None	None	None					C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0					7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0					0	0	0
Act Effct Green (s)		33.6	33.6	19.4	57.5						23.5	23.5
Actuated g/C Ratio		0.37	0.37	0.22	0.64						0.26	0.26
v/c Ratio		1.01	0.73	0.84	0.30						1.03	0.48
Control Delay		57.7	9.6	57.2	6.7						83.4	7.9
Queue Delay		0.0	0.0	0.0	0.0						0.0	0.0
Total Delay		57.7	9.6	57.2	6.7						83.4	7.9
LOS		E	A	E	A						F	A
Approach Delay		41.4			29.3						55.0	
Approach LOS		D			C						D	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 40.2	Intersection LOS: D
Intersection Capacity Utilization 95.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 11: 210 SB Ramps & W 5th Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	1357	0	0	847	459	283	3	660	0	0	0
Future Volume (vph)	315	1357	0	0	847	459	283	3	660	0	0	0
Ideal Flow (vphpl)	1800	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	0		360	0		0	0		0
Storage Lanes	1		0	0		1	1		2	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.95	0.95	0.88	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.953				
Satd. Flow (prot)	1710	3610	0	0	5187	1615	1715	1720	2842	0	0	0
Flt Permitted	0.950						0.950	0.953				
Satd. Flow (perm)	1710	3610	0	0	5187	1615	1715	1720	2842	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						483			119			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		477			2099			595			477	
Travel Time (s)		10.8			47.7			13.5			10.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	332	1428	0	0	892	483	298	3	695	0	0	0
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	332	1428	0	0	892	483	149	152	695	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm			
Protected Phases	7	4			8		2	2				
Permitted Phases						8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4			8	8	2	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
Minimum Split (s)	9.5	22.5			22.5	22.5	22.5	22.5	22.5			
Total Split (s)	39.0	66.2			27.2	27.2	23.8	23.8	23.8			
Total Split (%)	43.3%	73.6%			30.2%	30.2%	26.4%	26.4%	26.4%			
Maximum Green (s)	34.5	61.7			22.7	22.7	19.3	19.3	19.3			
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.5	4.5			4.5	4.5	4.5	4.5	4.5			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	None			None	None	C-Max	C-Max	C-Max			
Walk Time (s)		7.0			7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)		0			0	0	0	0	0			
Act Effct Green (s)	23.0	53.6			26.1	26.1	27.4	27.4	27.4			
Actuated g/C Ratio	0.26	0.60			0.29	0.29	0.30	0.30	0.30			
v/c Ratio	0.76	0.66			0.59	0.60	0.29	0.29	0.73			
Control Delay	37.0	19.1			28.9	5.8	29.1	29.1	31.5			
Queue Delay	0.0	0.5			0.0	0.0	0.0	0.0	0.0			
Total Delay	37.0	19.7			28.9	5.8	29.1	29.1	31.5			
LOS	D	B			C	A	C	C	C			
Approach Delay		23.0			20.8			30.8				
Approach LOS		C			C			C				

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 24.1	Intersection LOS: C
Intersection Capacity Utilization 95.3%	ICU Level of Service F
Analysis Period (min) 15	

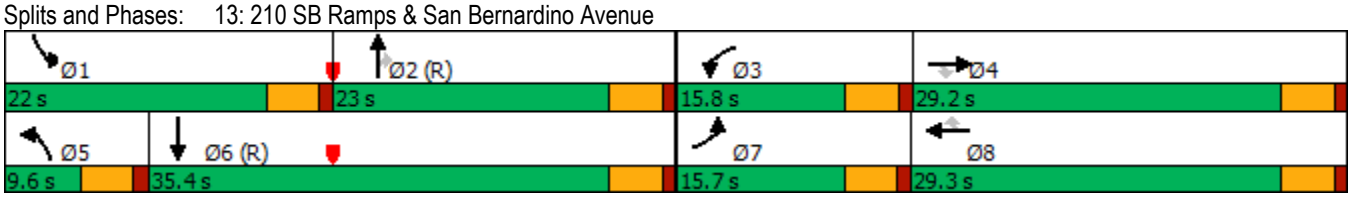
Splits and Phases: 12: I-10 NB Ramps & W 5th Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	194	897	98	197	477	259	35	55	307	313	594	227
Future Volume (vph)	194	897	98	197	477	259	35	55	307	313	594	227
Ideal Flow (vphpl)	1800	1900	1000	1800	1900	1900	1800	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	0		0	230		0	100		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.959	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1710	3610	850	1710	1900	1615	1710	1900	1615	1805	3462	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1710	3610	850	1710	1900	1615	1710	1900	1615	1805	3462	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			273			285		67	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2072			709			529			237	
Travel Time (s)		47.1			16.1			12.0			5.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	204	944	103	207	502	273	37	58	323	329	625	239
Shared Lane Traffic (%)												
Lane Group Flow (vph)	204	944	103	207	502	273	37	58	323	329	864	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	2.17	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	15.7	29.2	29.2	15.8	29.3	29.3	9.6	23.0	23.0	22.0	35.4	
Total Split (%)	17.4%	32.4%	32.4%	17.6%	32.6%	32.6%	10.7%	25.6%	25.6%	24.4%	39.3%	
Maximum Green (s)	11.2	24.7	24.7	11.3	24.8	24.8	5.1	18.5	18.5	17.5	30.9	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	11.2	24.7	24.7	11.3	24.8	24.8	5.1	18.5	18.5	17.5	34.7	
Actuated g/C Ratio	0.12	0.27	0.27	0.13	0.28	0.28	0.06	0.21	0.21	0.19	0.39	
v/c Ratio	0.96	0.95	0.28	0.97	0.96	0.43	0.39	0.15	0.58	0.94	0.63	
Control Delay	81.5	49.5	8.4	95.4	64.5	5.6	52.8	30.6	10.6	72.8	23.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	81.5	49.5	8.4	95.4	64.5	5.6	52.8	30.6	10.6	72.8	23.9	
LOS	F	D	A	F	E	A	D	C	B	E	C	
Approach Delay		51.4			54.6			17.1			37.4	
Approach LOS		D			D			B			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 44.1	Intersection LOS: D
Intersection Capacity Utilization 78.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 13: 210 SB Ramps & San Bernardino Avenue

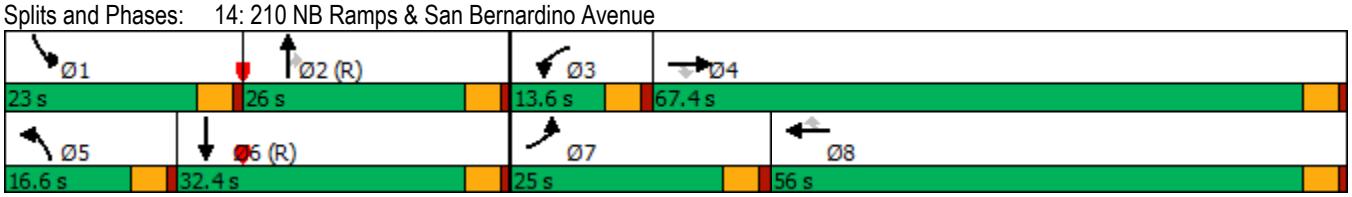


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	648	787	247	101	975	531	104	613	76	336	29	222
Future Volume (vph)	648	787	247	101	975	531	104	613	76	336	29	222
Ideal Flow (vphpl)	1700	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	0		0	0		70	0		0
Storage Lanes	2		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.868	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3133	1900	1615	1710	1900	1615	1710	3610	1615	1805	1649	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3133	1900	1615	1710	1900	1615	1710	3610	1615	1805	1649	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			185			275			164		234	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		709			2232			344			268	
Travel Time (s)		10.7			33.8			7.8			6.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	682	828	260	106	1026	559	109	645	80	354	31	234
Shared Lane Traffic (%)												
Lane Group Flow (vph)	682	828	260	106	1026	559	109	645	80	354	265	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	25.0	67.4	67.4	13.6	56.0	56.0	16.6	26.0	26.0	23.0	32.4	
Total Split (%)	19.2%	51.8%	51.8%	10.5%	43.1%	43.1%	12.8%	20.0%	20.0%	17.7%	24.9%	
Maximum Green (s)	20.5	62.9	62.9	9.1	51.5	51.5	12.1	21.5	21.5	18.5	27.9	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	20.5	62.9	62.9	9.1	51.5	51.5	11.4	21.5	21.5	18.5	28.6	
Actuated g/C Ratio	0.16	0.48	0.48	0.07	0.40	0.40	0.09	0.17	0.17	0.14	0.22	
v/c Ratio	1.38	0.90	0.30	0.89	1.36	0.69	0.73	1.08	0.20	1.38	0.49	
Control Delay	224.3	45.1	6.9	116.9	205.3	21.0	84.7	110.9	1.1	235.8	11.2	
Queue Delay	0.0	22.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	224.3	68.0	6.9	116.9	205.3	21.0	84.7	110.9	1.1	235.8	11.2	
LOS	F	E	A	F	F	C	F	F	A	F	B	
Approach Delay		119.2			138.8			96.9			139.7	
Approach LOS		F			F			F			F	

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.38	
Intersection Signal Delay: 124.8	Intersection LOS: F
Intersection Capacity Utilization 122.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 14: 210 NB Ramps & San Bernardino Avenue



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	256	99	3	7	7
Future Volume (vph)	3	256	99	3	7	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.996			0.850
Flt Protected		0.999			0.950	
Satd. Flow (prot)	0	3606	3596	0	1805	1615
Flt Permitted		0.999			0.950	
Satd. Flow (perm)	0	3606	3596	0	1805	1615
Link Speed (mph)		30	30		30	
Link Distance (ft)		1636	441		315	
Travel Time (s)		37.2	10.0		7.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	3	269	104	3	7	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	272	107	0	7	7
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.2%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	256	99	11	27	0
Future Volume (vph)	0	256	99	11	27	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.984			
Flt Protected					0.950	
Satd. Flow (prot)	0	3610	3552	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	3610	3552	0	1805	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		441	580		365	
Travel Time (s)		10.0	13.2		8.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	269	104	12	28	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	269	116	0	28	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 17.1%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	256	99	6	14	0
Future Volume (vph)	0	256	99	6	14	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.992			
Flt Protected					0.950	
Satd. Flow (prot)	0	3610	3581	0	1805	1900
Flt Permitted					0.950	
Satd. Flow (perm)	0	3610	3581	0	1805	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		580	300		152	
Travel Time (s)		13.2	6.8		3.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	269	104	6	15	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	269	110	0	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.1%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	1180	669	0
Future Volume (vph)	0	0	0	1180	669	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1900	0	1900	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1900	0	1900	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	368			290	460	
Travel Time (s)	8.4			6.6	10.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	1242	704	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1242	704	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 65.4%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	27	0	1036	1032	0
Future Volume (vph)	0	27	0	1036	1032	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1644	0	1900	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1644	0	1900	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	317			310	898	
Travel Time (s)	7.2			7.0	20.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	28	0	1091	1086	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	28	0	1091	1086	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.3%		ICU Level of Service C	
Analysis Period (min) 15			

Lanes, Volumes, Timings
1: California Street & I-10 WB Ramps

01/30/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	370	4	210	643	600	0	0	614	818
Future Volume (vph)	0	0	0	370	4	210	643	600	0	0	614	818
Ideal Flow (vphpl)	1900	1900	1900	1800	1900	1900	1700	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected					0.953		0.950					
Satd. Flow (prot)	0	0	0	0	1811	1615	3133	3610	0	0	5187	1615
Flt Permitted					0.953		0.950					
Satd. Flow (perm)	0	0	0	0	1811	1615	3133	3610	0	0	5187	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						221						555
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1502			1273			312			1245	
Travel Time (s)		34.1			28.9			7.1			28.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	389	4	221	677	632	0	0	646	861
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	393	221	677	632	0	0	646	861
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.07	1.00	1.00	1.15	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				34.0	34.0	34.0	33.0	86.0			53.0	53.0
Total Split (%)				28.3%	28.3%	28.3%	27.5%	71.7%			44.2%	44.2%
Maximum Green (s)				29.5	29.5	29.5	28.5	81.5			48.5	48.5
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					28.4	28.4	27.9	82.6			50.2	50.2
Actuated g/C Ratio					0.24	0.24	0.23	0.69			0.42	0.42
v/c Ratio					0.92	0.40	0.93	0.25			0.30	0.86
Control Delay					71.9	7.0	60.8	6.5			24.1	21.5
Queue Delay					0.0	0.0	47.3	0.6			0.0	0.0
Total Delay					71.9	7.0	108.0	7.1			24.1	21.5
LOS					E	A	F	A			C	C
Approach Delay					48.6			59.3			22.6	
Approach LOS					D			E			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 41.3 Intersection LOS: D
Intersection Capacity Utilization 129.0% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 1: California Street & I-10 WB Ramps

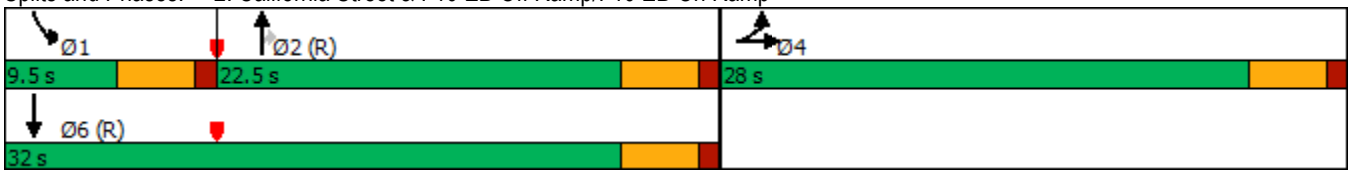
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	612	5	548	0	0	0	0	682	301	120	665	0
Future Volume (vph)	612	5	548	0	0	0	0	682	301	120	665	0
Ideal Flow (vphpl)	1800	1900	1900	1900	1900	1900	1900	1900	1900	1700	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.95	1.00
Frt		0.851							0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1710	1617	0	0	0	0	0	5187	1615	3133	3610	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1710	1617	0	0	0	0	0	5187	1615	3133	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		146							317			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1514			1294			812			312	
Travel Time (s)		34.4			29.4			18.5			7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	644	5	577	0	0	0	0	718	317	126	700	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	644	582	0	0	0	0	0	718	317	126	700	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.15	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA						NA	Perm	Prot	NA	
Protected Phases	4	4						2		1	6	
Permitted Phases									2			
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	28.0	28.0						22.5	22.5	9.5	32.0	
Total Split (%)	46.7%	46.7%						37.5%	37.5%	15.8%	53.3%	
Maximum Green (s)	23.5	23.5						18.0	18.0	5.0	27.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)	23.5	23.5						19.9	19.9	5.0	27.5	
Actuated g/C Ratio	0.39	0.39						0.33	0.33	0.08	0.46	
v/c Ratio	0.96	0.81						0.42	0.42	0.48	0.42	
Control Delay	48.0	23.1						17.2	4.4	40.0	7.9	
Queue Delay	41.8	0.0						0.0	0.0	0.0	0.2	
Total Delay	89.9	23.1						17.2	4.4	40.0	8.1	
LOS	F	C						B	A	D	A	
Approach Delay		58.2						13.3			12.9	
Approach LOS		E						B			B	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 31.0 Intersection LOS: C
Intersection Capacity Utilization 129.0% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 2: California Street & I-10 EB Off Ramp/I-10 EB On Ramp



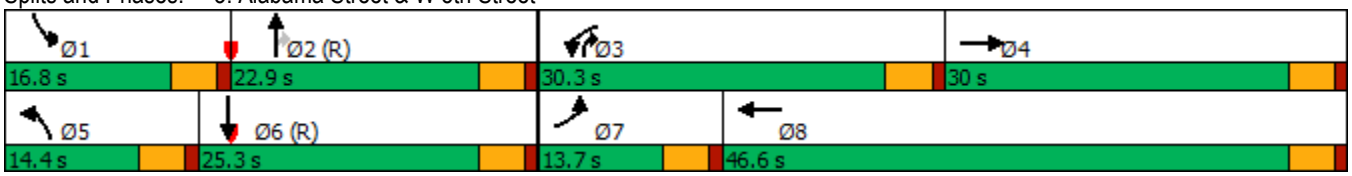
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	754	143	442	938	130	113	393	478	202	505	60
Future Volume (vph)	64	754	143	442	938	130	113	393	478	202	505	60
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.976			0.982				0.850		0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1710	3523	0	1710	3545	0	1710	3610	1615	1805	3552	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1710	3523	0	1710	3545	0	1710	3610	1615	1805	3552	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			19				65		11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1908			2750			621			1649	
Travel Time (s)		43.4			62.5			14.1			37.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	67	794	151	465	987	137	119	414	503	213	532	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	945	0	465	1124	0	119	414	503	213	595	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	9.5	9.5	22.5	
Total Split (s)	13.7	30.0		30.3	46.6		14.4	22.9	30.3	16.8	25.3	
Total Split (%)	13.7%	30.0%		30.3%	46.6%		14.4%	22.9%	30.3%	16.8%	25.3%	
Maximum Green (s)	9.2	25.5		25.8	42.1		9.9	18.4	25.8	12.3	20.8	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	8.2	25.5		25.8	45.1		9.5	18.4	48.7	12.3	21.2	
Actuated g/C Ratio	0.08	0.26		0.26	0.45		0.10	0.18	0.49	0.12	0.21	
v/c Ratio	0.48	1.03		1.05	0.70		0.73	0.62	0.61	0.96	0.78	
Control Delay	55.1	75.5		95.3	25.3		67.5	37.6	22.6	96.1	45.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	55.1	75.5		95.3	25.3		67.5	37.6	22.6	96.1	45.0	
LOS	E	E		F	C		E	D	C	F	D	
Approach Delay		74.1			45.8			33.7			58.5	
Approach LOS		E			D			C			E	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 51.7 Intersection LOS: D
Intersection Capacity Utilization 88.7% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 3: Alabama Street & W 5th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	3	327	50	50	423	198	477	6	19	759	250
Future Volume (vph)	150	3	327	50	50	423	198	477	6	19	759	250
Ideal Flow (vphpl)	1700	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.998			0.963	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3133	1900	1615	1710	1900	1615	1710	3603	0	1805	3476	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3133	1900	1615	1710	1900	1615	1710	3603	0	1805	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			127			324		2			50	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1074			950			5792			621	
Travel Time (s)		24.4			21.6			131.6			14.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	158	3	344	53	53	445	208	502	6	20	799	263
Shared Lane Traffic (%)												
Lane Group Flow (vph)	158	3	344	53	53	445	208	508	0	20	1062	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8						
Detector Phase	7	4	5	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	11.5	25.7	20.7	13.1	27.3	27.3	20.7	51.2		10.0	40.5	
Total Split (%)	11.5%	25.7%	20.7%	13.1%	27.3%	27.3%	20.7%	51.2%		10.0%	40.5%	
Maximum Green (s)	7.0	21.2	16.2	8.6	22.8	22.8	16.2	46.7		5.5	36.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	7.0	14.2	30.9	16.0	14.8	14.8	16.3	60.4		6.1	43.9	
Actuated g/C Ratio	0.07	0.14	0.31	0.16	0.15	0.15	0.16	0.60		0.06	0.44	
v/c Ratio	0.72	0.01	0.59	0.19	0.19	0.87	0.75	0.23		0.18	0.68	
Control Delay	64.9	36.7	23.0	37.0	35.6	28.6	57.0	11.5		44.7	25.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	64.9	36.7	23.0	37.0	35.6	28.6	57.0	11.5		44.7	25.5	
LOS	E	D	C	D	D	C	E	B		D	C	
Approach Delay		36.2			30.1			24.7			25.8	
Approach LOS		D			C			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 28.2 Intersection LOS: C
Intersection Capacity Utilization 64.6% ICU Level of Service C
Analysis Period (min) 15

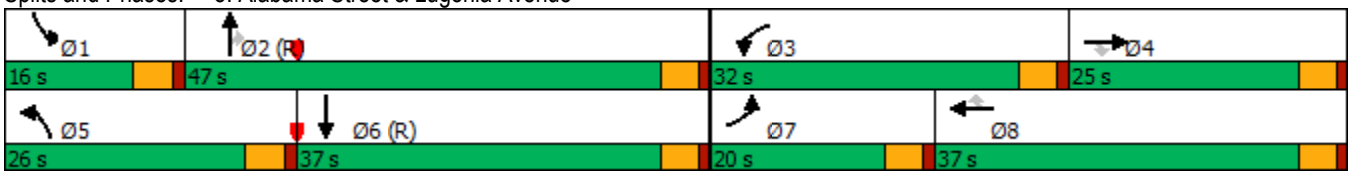
Splits and Phases: 4: Alabama Street & 3rd Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	82	48	391	559	90	132	599	206	58	675	182
Future Volume (vph)	83	82	48	391	559	90	132	599	206	58	675	182
Ideal Flow (vphpl)	1800	1900	1900	1700	1900	1900	1800	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	0		0	200		0	180		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.91	0.91
Frt			0.850			0.850			0.850		0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1710	3610	1615	3133	3610	1615	1710	3610	1615	1805	5021	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1710	3610	1615	3133	3610	1615	1710	3610	1615	1805	5021	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			177			136			217		56	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5332			3791			1051			2636	
Travel Time (s)		121.2			86.2			23.9			59.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	87	86	51	412	588	95	139	631	217	61	711	192
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	86	51	412	588	95	139	631	217	61	903	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.15	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	20.0	25.0	25.0	32.0	37.0	37.0	26.0	47.0	47.0	16.0	37.0	
Total Split (%)	16.7%	20.8%	20.8%	26.7%	30.8%	30.8%	21.7%	39.2%	39.2%	13.3%	30.8%	
Maximum Green (s)	15.5	20.5	20.5	27.5	32.5	32.5	21.5	42.5	42.5	11.5	32.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	11.4	16.6	16.6	20.9	26.2	26.2	15.0	57.4	57.4	9.1	49.5	
Actuated g/C Ratio	0.10	0.14	0.14	0.17	0.22	0.22	0.12	0.48	0.48	0.08	0.41	
v/c Ratio	0.54	0.17	0.14	0.76	0.75	0.21	0.65	0.37	0.24	0.45	0.43	
Control Delay	63.4	44.9	0.8	56.1	49.7	2.9	63.7	23.1	4.1	62.8	26.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	63.4	44.9	0.8	56.1	49.7	2.9	63.7	23.1	4.1	62.8	26.4	
LOS	E	D	A	E	D	A	E	C	A	E	C	
Approach Delay		42.1			48.0			24.7			28.7	
Approach LOS		D			D			C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 34.9	Intersection LOS: C
Intersection Capacity Utilization 60.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Alabama Street & Lugonia Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	295	354	351	631	900	0	0	1039	564
Future Volume (vph)	0	0	0	295	354	351	631	900	0	0	1039	564
Ideal Flow (vphpl)	1900	1900	1900	1800	1900	1900	1700	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		1	2		0	0		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	0.88
Frt						0.850						0.850
Flt Protected					0.978		0.950					
Satd. Flow (prot)	0	0	0	0	1858	1615	3133	3610	0	0	3610	2842
Flt Permitted					0.978		0.950					
Satd. Flow (perm)	0	0	0	0	1858	1615	3133	3610	0	0	3610	2842
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						116						323
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		918			1093			591			1051	
Travel Time (s)		20.9			24.8			13.4			23.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	311	373	369	664	947	0	0	1094	594
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	684	369	664	947	0	0	1094	594
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.07	1.00	1.00	1.15	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				44.0	44.0	44.0	27.6	66.0			38.4	38.4
Total Split (%)				40.0%	40.0%	40.0%	25.1%	60.0%			34.9%	34.9%
Maximum Green (s)				39.5	39.5	39.5	23.1	61.5			33.9	33.9
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					39.5	39.5	23.1	61.5			33.9	33.9
Actuated g/C Ratio					0.36	0.36	0.21	0.56			0.31	0.31
v/c Ratio					1.03	0.56	1.01	0.47			0.98	0.54
Control Delay					77.2	22.8	81.5	15.5			61.7	15.7
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay					77.2	22.8	81.5	15.5			61.7	15.7
LOS					E	C	F	B			E	B
Approach Delay					58.1			42.7			45.5	
Approach LOS					E			D			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 47.5	Intersection LOS: D
Intersection Capacity Utilization 95.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 9: Alabama Street & I-10 WB Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	446	7	569	0	0	0	0	1051	165	152	707	0
Future Volume (vph)	446	7	569	0	0	0	0	1051	165	152	707	0
Ideal Flow (vphpl)	1800	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.916							0.850			
Flt Protected		0.979								0.950		
Satd. Flow (prot)	0	3237	0	0	0	0	0	3610	1615	1805	3610	0
Flt Permitted		0.979								0.950		
Satd. Flow (perm)	0	3237	0	0	0	0	0	3610	1615	1805	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		187							174			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		898			623			1369			591	
Travel Time (s)		20.4			14.2			31.1			13.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	469	7	599	0	0	0	0	1106	174	160	744	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1075	0	0	0	0	0	1106	174	160	744	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	29.0	29.0						33.0	33.0	13.0	46.0	
Total Split (%)	38.7%	38.7%						44.0%	44.0%	17.3%	61.3%	
Maximum Green (s)	24.5	24.5						28.5	28.5	8.5	41.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		24.3						28.7	28.7	8.5	41.7	
Actuated g/C Ratio		0.32						0.38	0.38	0.11	0.56	
v/c Ratio		0.91						0.80	0.24	0.79	0.37	
Control Delay		33.5						26.2	3.7	60.9	10.0	
Queue Delay		0.0						0.0	0.0	0.0	0.0	
Total Delay		33.5						26.2	3.7	60.9	10.0	
LOS		C						C	A	E	B	
Approach Delay		33.5						23.1			19.0	
Approach LOS		C						C			B	

Intersection Summary	
Area Type: Other	
Cycle Length: 75	
Actuated Cycle Length: 75	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 25.4	Intersection LOS: C
Intersection Capacity Utilization 95.0%	ICU Level of Service F
Analysis Period (min) 15	

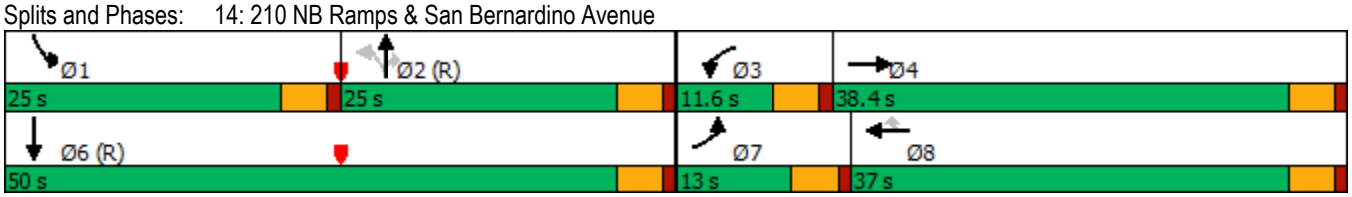
Splits and Phases: 10: Alabama Street & I-10 EB Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	147	463	198	44	847	418	57	355	26	203	13	175
Future Volume (vph)	147	463	198	44	847	418	57	355	26	203	13	175
Ideal Flow (vphpl)	1700	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Storage Length (ft)	260		0	0		0	150		70	0		0
Storage Lanes	2		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt		0.955				0.850			0.850		0.861	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3133	3448	0	1710	3610	1615	1710	3610	1615	1710	1636	0
Flt Permitted	0.950			0.950			0.633			0.950		
Satd. Flow (perm)	3133	3448	0	1710	3610	1615	1139	3610	1615	1710	1636	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		72				440			115		184	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		709			2232			344			268	
Travel Time (s)		16.1			50.7			7.8			6.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	155	487	208	46	892	440	60	374	27	214	14	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	155	695	0	46	892	440	60	374	27	214	198	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases						8	2		2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	
Total Split (s)	13.0	38.4		11.6	37.0	37.0	25.0	25.0	25.0	25.0	50.0	
Total Split (%)	13.0%	38.4%		11.6%	37.0%	37.0%	25.0%	25.0%	25.0%	25.0%	50.0%	
Maximum Green (s)	8.5	33.9		7.1	32.5	32.5	20.5	20.5	20.5	20.5	45.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	C-Max	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0	7.0	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0	0	0	0	0		0	
Act Effct Green (s)	8.3	37.1		6.7	31.3	31.3	25.5	25.5	25.5	16.9	46.9	
Actuated g/C Ratio	0.08	0.37		0.07	0.31	0.31	0.26	0.26	0.26	0.17	0.47	
v/c Ratio	0.60	0.52		0.40	0.79	0.55	0.21	0.41	0.05	0.74	0.23	
Control Delay	54.4	24.1		55.1	37.0	5.3	34.8	34.1	0.2	54.7	3.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	54.4	24.1		55.1	37.0	5.3	34.8	34.1	0.2	54.7	3.7	
LOS	D	C		E	D	A	C	C	A	D	A	
Approach Delay		29.6			27.5			32.2			30.2	
Approach LOS		C			C			C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 29.1	Intersection LOS: C
Intersection Capacity Utilization 64.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 14: 210 NB Ramps & San Bernardino Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	428	11	465	724	1098	0	0	476	938
Future Volume (vph)	0	0	0	428	11	465	724	1098	0	0	476	938
Ideal Flow (vphpl)	1900	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	0.88
Frt						0.850						0.850
Flt Protected					0.954		0.950					
Satd. Flow (prot)	0	0	0	0	1813	1615	3502	3610	0	0	3610	2842
Flt Permitted					0.954		0.950					
Satd. Flow (perm)	0	0	0	0	1813	1615	3502	3610	0	0	3610	2842
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						67						987
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1502			1273			312			1245	
Travel Time (s)		34.1			28.9			7.1			28.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	451	12	489	762	1156	0	0	501	987
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	463	489	762	1156	0	0	501	987
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				49.0	49.0	49.0	38.0	71.0			33.0	33.0
Total Split (%)				40.8%	40.8%	40.8%	31.7%	59.2%			27.5%	27.5%
Maximum Green (s)				44.5	44.5	44.5	33.5	66.5			28.5	28.5
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					38.8	38.8	30.4	72.2			37.3	37.3
Actuated g/C Ratio					0.32	0.32	0.25	0.60			0.31	0.31
v/c Ratio					0.79	0.86	0.86	0.53			0.45	0.63
Control Delay					46.9	48.2	49.4	12.3			36.8	4.4
Queue Delay					0.0	0.0	50.9	2.9			0.0	0.0
Total Delay					46.9	48.2	100.2	15.2			36.8	4.4
LOS					D	D	F	B			D	A
Approach Delay					47.6			49.0			15.3	
Approach LOS					D			D			B	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 37.2	Intersection LOS: D
Intersection Capacity Utilization 136.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 1: California Street & I-10 WB Ramps

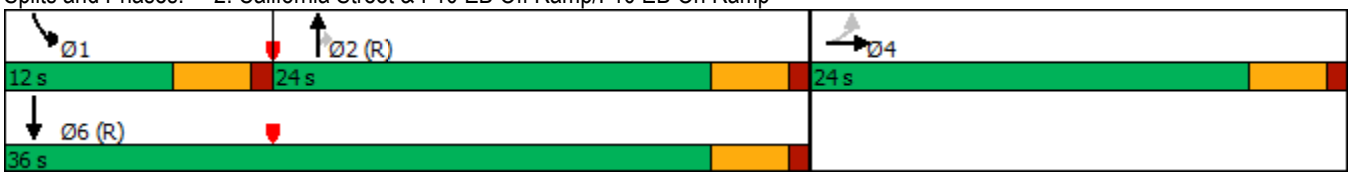
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	480	9	513	0	0	0	0	1213	644	333	648	0
Future Volume (vph)	480	9	513	0	0	0	0	1213	644	333	648	0
Ideal Flow (vphpl)	1800	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.95	1.00
Frt		0.852							0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1710	1619	0	0	0	0	0	5187	1615	3502	3610	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1710	1619	0	0	0	0	0	5187	1615	3502	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		199							678			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1514			1294			812			312	
Travel Time (s)		34.4			29.4			18.5			7.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	505	9	540	0	0	0	0	1277	678	351	682	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	505	549	0	0	0	0	0	1277	678	351	682	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4								2			
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	24.0	24.0						24.0	24.0	12.0	36.0	
Total Split (%)	40.0%	40.0%						40.0%	40.0%	20.0%	60.0%	
Maximum Green (s)	19.5	19.5						19.5	19.5	7.5	31.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)	19.3	19.3						19.5	19.5	7.7	31.7	
Actuated g/C Ratio	0.32	0.32						0.32	0.32	0.13	0.53	
v/c Ratio	0.92	0.84						0.76	0.69	0.78	0.36	
Control Delay	45.4	25.9						21.6	5.9	47.8	5.9	
Queue Delay	13.3	0.0						2.4	0.0	0.0	0.0	
Total Delay	58.7	25.9						24.1	5.9	47.8	5.9	
LOS	E	C						C	A	D	A	
Approach Delay		41.6						17.8			20.1	
Approach LOS		D						B			C	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 24.6 Intersection LOS: C
Intersection Capacity Utilization 136.9% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 2: California Street & I-10 EB Off Ramp/I-10 EB On Ramp

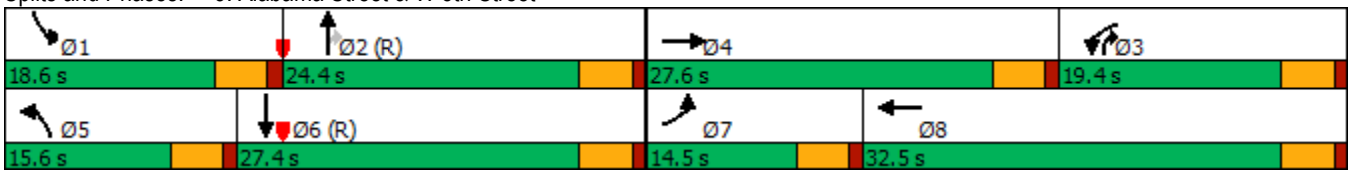


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	814	81	233	349	198	141	680	634	261	382	54
Future Volume (vph)	86	814	81	233	349	198	141	680	634	261	382	54
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.986			0.946				0.850		0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1710	3559	0	1710	3415	0	1710	3610	1615	1805	3541	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1710	3559	0	1710	3415	0	1710	3610	1615	1805	3541	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			127				127		17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1908			2750			621			1649	
Travel Time (s)		43.4			62.5			14.1			37.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	91	857	85	245	367	208	148	716	667	275	402	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	942	0	245	575	0	148	716	667	275	459	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	9.5	9.5	22.5	
Total Split (s)	14.5	27.6		19.4	32.5		15.6	24.4	19.4	18.6	27.4	
Total Split (%)	16.1%	30.7%		21.6%	36.1%		17.3%	27.1%	21.6%	20.7%	30.4%	
Maximum Green (s)	10.0	23.1		14.9	28.0		11.1	19.9	14.9	14.1	22.9	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	8.9	23.1		14.9	31.2		10.6	19.9	34.8	14.1	23.4	
Actuated g/C Ratio	0.10	0.26		0.17	0.35		0.12	0.22	0.39	0.16	0.26	
v/c Ratio	0.54	1.02		0.87	0.45		0.74	0.90	0.95	0.98	0.49	
Control Delay	50.2	69.6		66.5	19.7		63.3	45.1	35.6	87.8	29.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	50.2	69.6		66.5	19.7		63.3	45.1	35.6	87.8	29.5	
LOS	D	E		E	B		E	D	D	F	C	
Approach Delay		67.9			33.7			42.7			51.3	
Approach LOS		E			C			D			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 48.8	Intersection LOS: D
Intersection Capacity Utilization 90.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: Alabama Street & W 5th Street



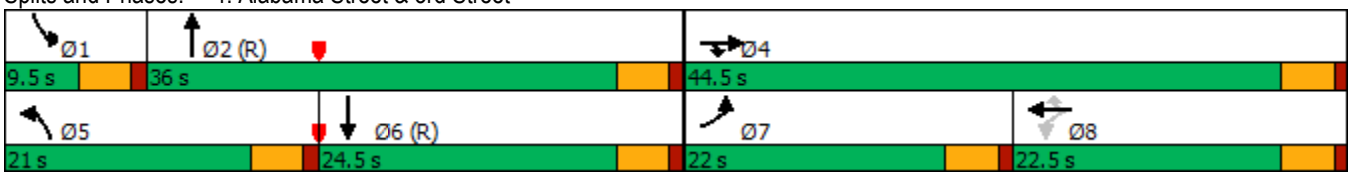
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	480	36	427	91	25	141	214	1071	5	9	669	88
Future Volume (vph)	480	36	427	91	25	141	214	1071	5	9	669	88
Ideal Flow (vphpl)	1700	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.999			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3133	1900	1615	1710	1900	1615	1710	3606	0	1805	3545	0
Flt Permitted	0.950			0.732			0.950			0.950		
Satd. Flow (perm)	3133	1900	1615	1318	1900	1615	1710	3606	0	1805	3545	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			418			182		1			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1074			950			5792			621	
Travel Time (s)		24.4			21.6			131.6			14.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	505	38	449	96	26	148	225	1127	5	9	704	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	505	38	449	96	26	148	225	1132	0	9	797	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Prot	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4	4		8		5	2		1	6	
Permitted Phases				8		8						
Detector Phase	7	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	22.0	44.5	44.5	22.5	22.5	22.5	21.0	36.0		9.5	24.5	
Total Split (%)	24.4%	49.4%	49.4%	25.0%	25.0%	25.0%	23.3%	40.0%		10.6%	27.2%	
Maximum Green (s)	17.5	40.0	40.0	18.0	18.0	18.0	16.5	31.5		5.0	20.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0	7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0	0	0	0		0			0	
Act Effct Green (s)	17.0	33.5	33.5	12.0	12.0	12.0	15.9	45.6		5.7	27.1	
Actuated g/C Ratio	0.19	0.37	0.37	0.13	0.13	0.13	0.18	0.51		0.06	0.30	
v/c Ratio	0.85	0.05	0.52	0.55	0.10	0.40	0.75	0.62		0.08	0.74	
Control Delay	50.5	16.4	4.8	47.2	32.8	6.1	50.8	20.0		45.2	27.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	50.5	16.4	4.8	47.2	32.8	6.1	50.8	20.0		45.2	27.2	
LOS	D	B	A	D	C	A	D	B		D	C	
Approach Delay		28.5			23.3			25.1			27.4	
Approach LOS		C			C			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 26.5 Intersection LOS: C
Intersection Capacity Utilization 67.2% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 4: Alabama Street & 3rd Street

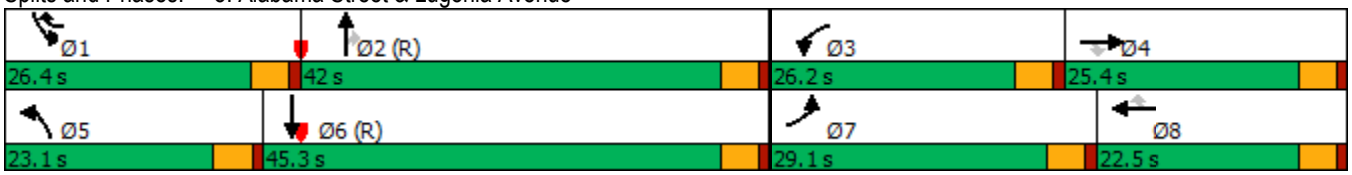


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	268	520	131	462	376	102	138	944	507	248	883	194
Future Volume (vph)	268	520	131	462	376	102	138	944	507	248	883	194
Ideal Flow (vphpl)	1800	1900	1900	1700	1900	1900	1800	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	0		0	200		200	180		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	*1.00	1.00	*1.00	*1.00	1.00	1.00	*1.00	1.00	1.00	*1.00	0.91
Frt			0.850			0.850			0.850		0.973	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1710	3800	1615	3230	3800	1615	1710	3800	1615	1805	5546	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1710	3800	1615	3230	3800	1615	1710	3800	1615	1805	5546	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			138			75			422		50	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5332			3791			1051			2636	
Travel Time (s)		121.2			86.2			23.9			59.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	282	547	138	486	396	107	145	994	534	261	929	204
Shared Lane Traffic (%)												
Lane Group Flow (vph)	282	547	138	486	396	107	145	994	534	261	1133	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.15	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases			4			8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	1	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	29.1	25.4	25.4	26.2	22.5	26.4	23.1	42.0	42.0	26.4	45.3	
Total Split (%)	24.3%	21.2%	21.2%	21.8%	18.8%	22.0%	19.3%	35.0%	35.0%	22.0%	37.8%	
Maximum Green (s)	24.6	20.9	20.9	21.7	18.0	21.9	18.6	37.5	37.5	21.9	40.8	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	
Act Effct Green (s)	22.8	20.3	20.3	20.9	18.5	43.3	14.9	40.4	40.4	20.3	45.9	
Actuated g/C Ratio	0.19	0.17	0.17	0.17	0.15	0.36	0.12	0.34	0.34	0.17	0.38	
v/c Ratio	0.87	0.85	0.36	0.86	0.68	0.17	0.68	0.78	0.65	0.86	0.53	
Control Delay	73.2	61.8	9.7	64.6	54.6	10.0	74.4	45.7	14.7	73.6	29.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	73.2	61.8	9.7	64.6	54.6	10.0	74.4	45.7	14.7	73.6	29.2	
LOS	E	E	A	E	D	B	E	D	B	E	C	
Approach Delay		57.7			54.7			38.3			37.5	
Approach LOS		E			D			D			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 45.0	Intersection LOS: D
Intersection Capacity Utilization 83.9%	ICU Level of Service E
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 8: Alabama Street & Lugonia Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	214	387	229	828	1809	0	0	1316	772
Future Volume (vph)	0	0	0	214	387	229	828	1809	0	0	1316	772
Ideal Flow (vphpl)	1900	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		1	2		0	0		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	*1.00	*1.00	1.00	1.00	*1.00	*1.00
Frt						0.850						0.850
Flt Protected					0.983		0.950					
Satd. Flow (prot)	0	0	0	0	1868	1615	3610	3800	0	0	3800	3230
Flt Permitted					0.983		0.950					
Satd. Flow (perm)	0	0	0	0	1868	1615	3610	3800	0	0	3800	3230
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						55						223
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		918			1093			591			1051	
Travel Time (s)		20.9			24.8			13.4			23.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	225	407	241	872	1904	0	0	1385	813
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	632	241	872	1904	0	0	1385	813
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				41.0	41.0	41.0	31.0	79.0			48.0	48.0
Total Split (%)				34.2%	34.2%	34.2%	25.8%	65.8%			40.0%	40.0%
Maximum Green (s)				36.5	36.5	36.5	26.5	74.5			43.5	43.5
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)					36.5	36.5	26.5	74.5			43.5	43.5
Actuated g/C Ratio					0.30	0.30	0.22	0.62			0.36	0.36
v/c Ratio					1.11	0.46	1.09	0.81			1.01	0.62
Control Delay					111.9	28.9	109.7	20.1			58.5	21.2
Queue Delay					0.0	0.0	0.0	0.7			0.0	0.0
Total Delay					111.9	28.9	109.7	20.8			58.5	21.2
LOS					F	C	F	C			E	C
Approach Delay					89.0			48.7			44.7	
Approach LOS					F			D			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 53.2	Intersection LOS: D
Intersection Capacity Utilization 103.5%	ICU Level of Service G
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 9: Alabama Street & I-10 WB Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	450	85	660	0	0	0	0	1554	509	327	1013	0
Future Volume (vph)	450	85	660	0	0	0	0	1554	509	327	1013	0
Ideal Flow (vphpl)	1800	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	*1.00	0.95	1.00	1.00	1.00	1.00	*1.00	1.00	1.00	0.95	1.00
Frt		0.917							0.850			
Flt Protected		0.982								0.950		
Satd. Flow (prot)	0	3422	0	0	0	0	0	5700	1615	1805	3610	0
Flt Permitted		0.982								0.950		
Satd. Flow (perm)	0	3422	0	0	0	0	0	5700	1615	1805	3610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		91							478			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		898			623			1369			591	
Travel Time (s)		20.4			14.2			31.1			13.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	474	89	695	0	0	0	0	1636	536	344	1066	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1258	0	0	0	0	0	1636	536	344	1066	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2	1	1	2	
Detector Template	Left	Thru						Thru	Right	Left	Thru	
Leading Detector (ft)	20	100						100	20	20	100	
Trailing Detector (ft)	0	0						0	0	0	0	
Detector 1 Position(ft)	0	0						0	0	0	0	
Detector 1 Size(ft)	20	6						6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA						NA	Perm	Prot	NA	
Protected Phases	4	4						2		1	6	
Permitted Phases									2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4						2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5						22.5	22.5	9.5	22.5	
Total Split (s)	47.0	47.0						43.0	43.0	30.0	73.0	
Total Split (%)	39.2%	39.2%						35.8%	35.8%	25.0%	60.8%	
Maximum Green (s)	42.5	42.5						38.5	38.5	25.5	68.5	
Yellow Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5						4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Recall Mode	None	None						C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		42.5						39.3	39.3	24.7	68.5	
Actuated g/C Ratio		0.35						0.33	0.33	0.21	0.57	
v/c Ratio		1.08dr						0.88	0.63	0.92	0.52	
Control Delay		59.1						44.8	8.5	65.3	20.4	
Queue Delay		0.0						0.0	0.0	0.0	0.2	
Total Delay		59.1						44.8	8.5	65.3	20.6	
LOS		E						D	A	E	C	
Approach Delay		59.1						35.8			31.5	
Approach LOS		E						D			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 40.6	Intersection LOS: D
Intersection Capacity Utilization 103.5%	ICU Level of Service G
Analysis Period (min) 15	

* User Entered Value

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

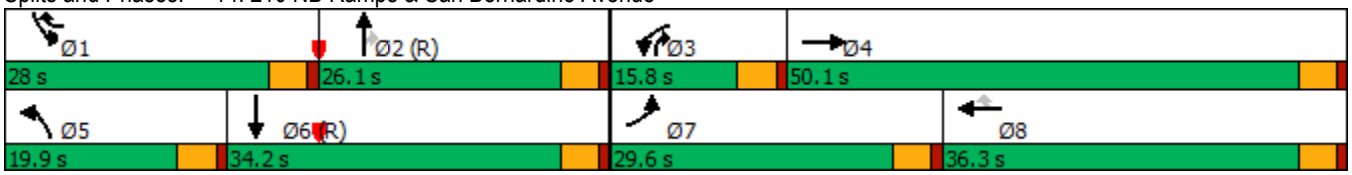
Splits and Phases: 10: Alabama Street & I-10 EB Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	648	787	247	101	975	531	104	613	76	336	29	222
Future Volume (vph)	648	787	247	101	975	531	104	613	76	336	29	222
Ideal Flow (vphpl)	1700	1900	1900	1800	1900	1900	1800	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	0		0	0		70	0		0
Storage Lanes	2		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	*1.00	*1.00	0.95	1.00	*1.00	1.00	1.00	*1.00	1.00	1.00	1.00	1.00
Frt		0.964				0.850			0.850		0.868	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3230	3663	0	1710	3800	1615	1710	3800	1615	1805	1649	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3230	3663	0	1710	3800	1615	1710	3800	1615	1805	1649	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		44				95			136		234	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		709			2232			344			268	
Travel Time (s)		16.1			50.7			7.8			6.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	682	828	260	106	1026	559	109	645	80	354	31	234
Shared Lane Traffic (%)												
Lane Group Flow (vph)	682	1088	0	106	1026	559	109	645	80	354	265	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.15	1.00	1.00	1.07	1.00	1.00	1.07	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4		3	8	1	5	2	3	1	6	
Permitted Phases						8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8	1	5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	9.5	9.5	22.5	9.5	9.5	22.5	
Total Split (s)	29.6	50.1		15.8	36.3	28.0	19.9	26.1	15.8	28.0	34.2	
Total Split (%)	24.7%	41.8%		13.2%	30.3%	23.3%	16.6%	21.8%	13.2%	23.3%	28.5%	
Maximum Green (s)	25.1	45.6		11.3	31.8	23.5	15.4	21.6	11.3	23.5	29.7	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	None	None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	25.1	46.3		10.6	31.8	59.8	12.4	21.6	36.7	23.5	32.7	
Actuated g/C Ratio	0.21	0.39		0.09	0.26	0.50	0.10	0.18	0.31	0.20	0.27	
v/c Ratio	1.01	0.76		0.70	1.02	0.66	0.62	0.94	0.14	1.00	0.43	
Control Delay	84.5	34.8		77.4	76.9	22.7	66.2	71.8	1.0	97.2	9.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	84.5	34.8		77.4	76.9	22.7	66.2	71.8	1.0	97.2	9.2	
LOS	F	C		E	E	C	E	E	A	F	A	
Approach Delay		54.0			59.0			64.3			59.5	
Approach LOS		D			E			E			E	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 58.2	Intersection LOS: E
Intersection Capacity Utilization 98.2%	ICU Level of Service F
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 14: 210 NB Ramps & San Bernardino Avenue



APPENDIX F:
QUEUEING ANALYSIS

Queues
6: Alabama Street & Palmetto Avenue

04/18/2018

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	68	41	79	707	15	1128
v/c Ratio	0.33	0.21	0.47	0.44	0.14	0.77
Control Delay	41.2	46.8	60.3	4.6	61.3	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.2	46.8	60.3	4.6	61.3	12.1
Queue Length 50th (ft)	17	13	59	77	12	520
Queue Length 95th (ft)	41	31	107	268	m22	#589
Internal Link Dist (ft)	220	745		2613		210
Turn Bay Length (ft)						
Base Capacity (vph)	957	954	413	1606	413	1462
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.04	0.19	0.44	0.04	0.77

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
6: Alabama Street & Palmetto Avenue

04/17/2018

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	270	60	38	1110	16	1146
v/c Ratio	0.89dl	0.14	0.30	0.81	0.14	0.90
Control Delay	38.6	24.0	33.4	30.5	42.6	27.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	1.4
Total Delay	38.6	24.0	33.4	30.5	42.6	28.5
Queue Length 50th (ft)	68	10	17	677	9	575
Queue Length 95th (ft)	103	26	m31	#936	29	#948
Internal Link Dist (ft)	220	745		2613		210
Turn Bay Length (ft)						
Base Capacity (vph)	549	571	128	1377	117	1271
Starvation Cap Reductn	0	0	0	0	0	38
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.11	0.30	0.81	0.14	0.93

Intersection Summary

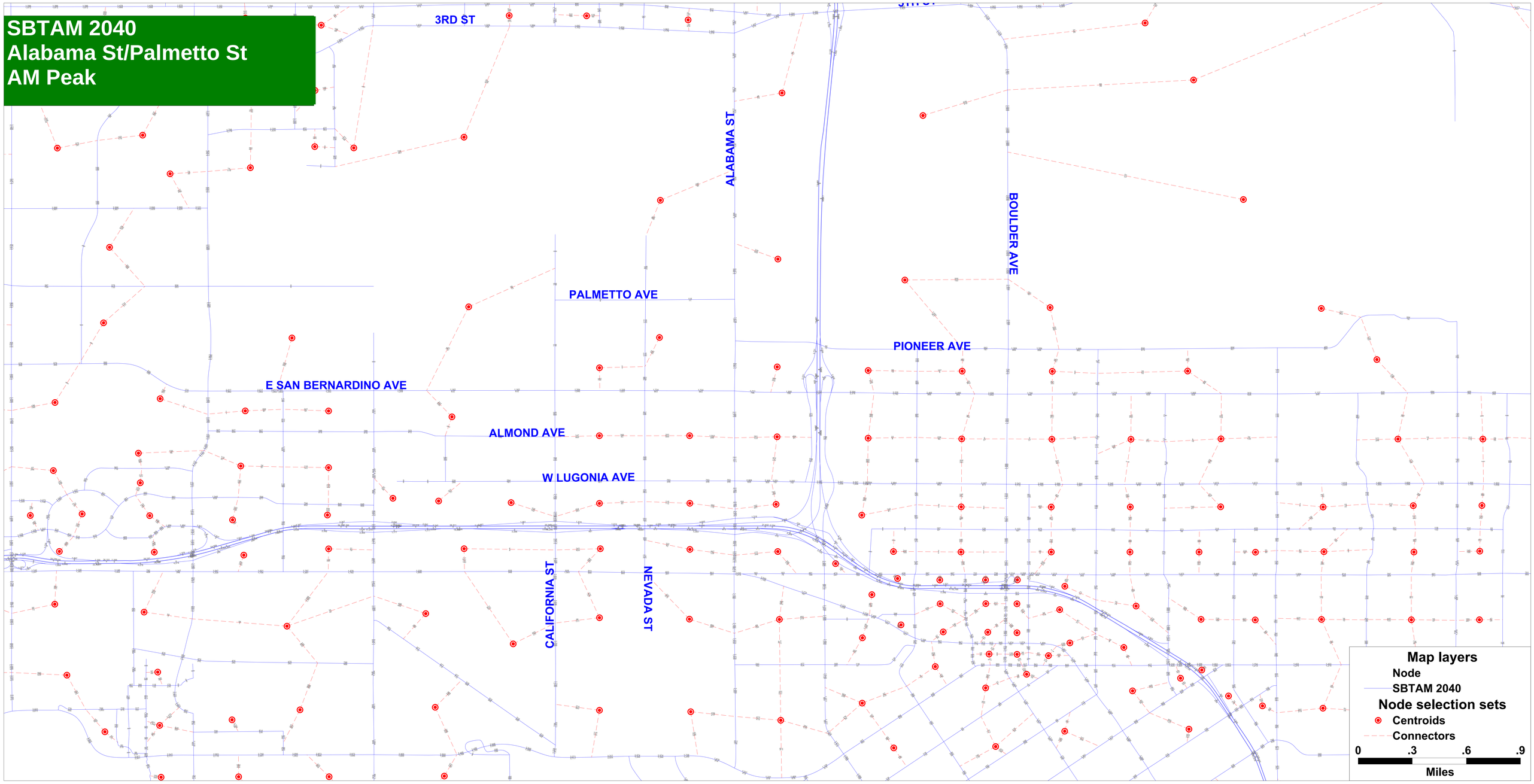
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

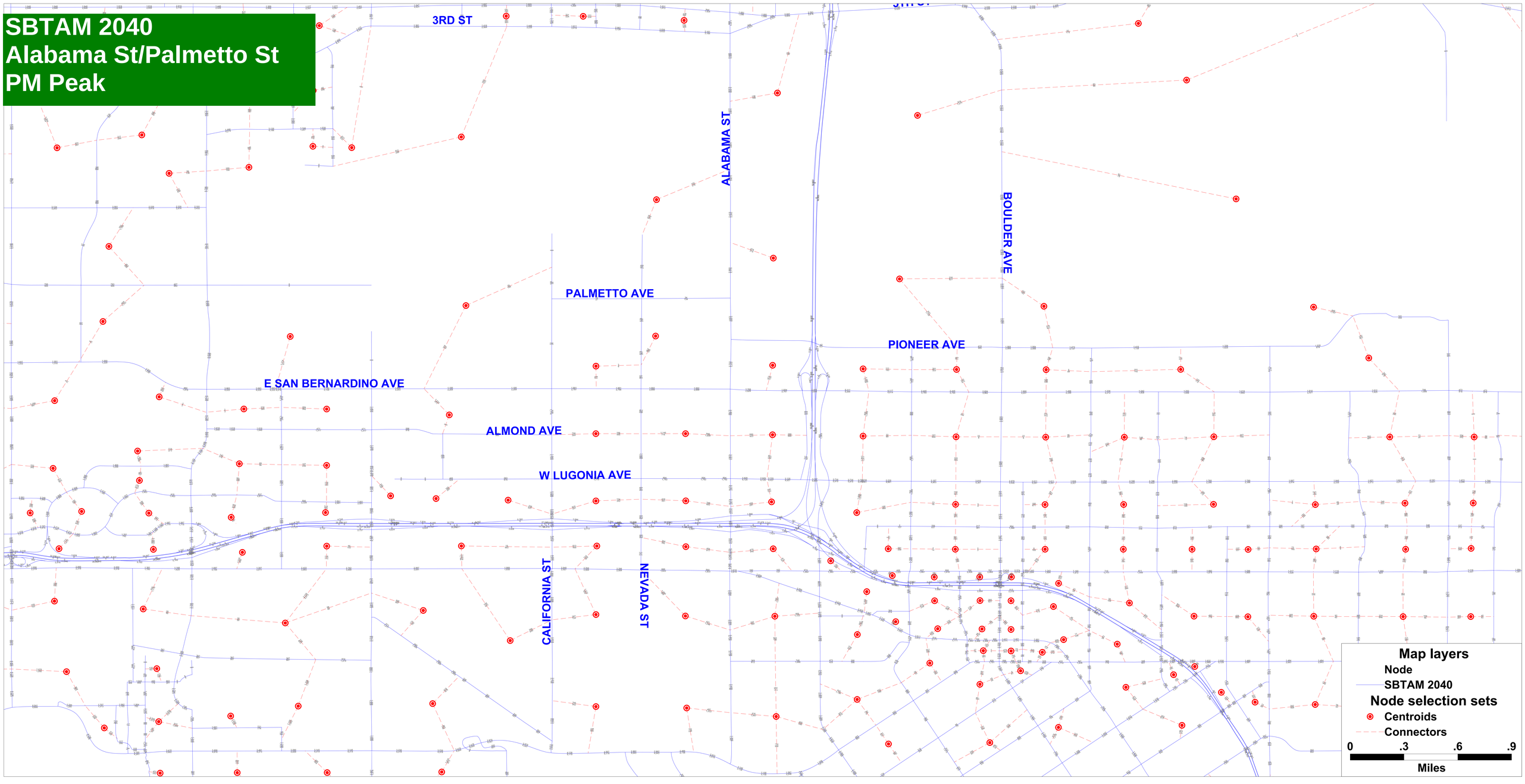
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

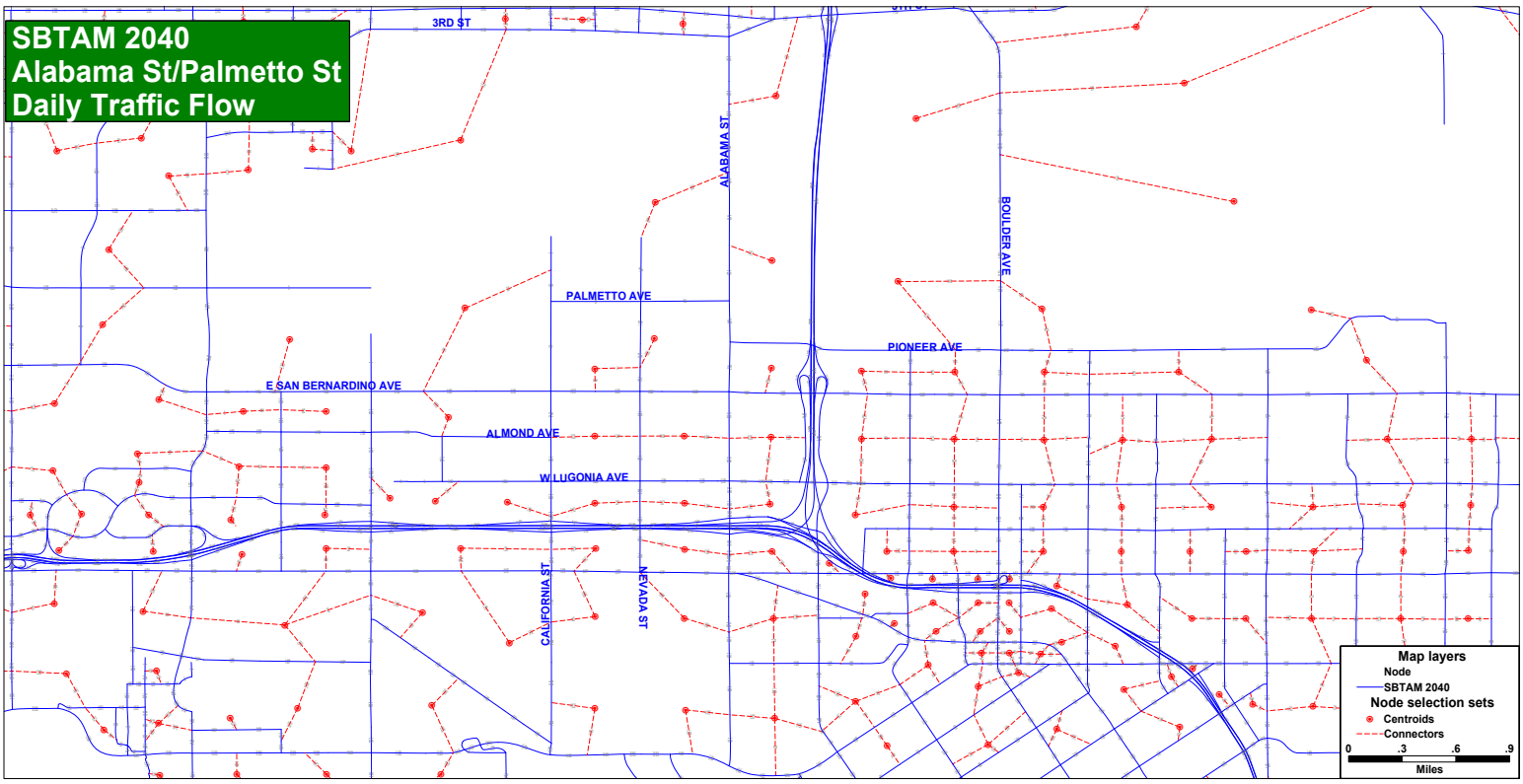
APPENDIX G:
SBTAM 2040 VOLUME PLOTS & POST-PROCESSING WORKSHEETS

SBTAM 2040
Alabama St/Palmetto St
AM Peak



SBTAM 2040
Alabama St/Palmetto St
PM Peak




SBTAM 2040
Alabama St/Palmetto St
Daily Traffic Flow
3RD ST
ALABAMA ST
BOULDER AVE
PALMETTO AVE
PIONEER AVE
E SAN BERNARDINO AVE
ALMOND AVE
W LUGONIA AVE
CALIFORNIA ST
NEVADA ST
Map layers
Node
SBTAM 2040
Node selection sets
Centroids
Connectors
0
.3
.6
.9
Miles

2040 Without Project AM Peak Hour Volume Calculation Sheets

	Existing Volumes	Approach Volume	Directional Split	2040 Volumes	Truck Volumes	Total Volume	Split Volume	Volume		EACP Volume Check		Whichever is Greater	**Final**	
DATE	43187													
TIME	1700													
INTID	**1**	**California Street (NS)**	**I-10 WB Ramps (EW)**											
NBL	576		51.75%				642.6824798	643	0	643	50	55	643	643
NBT	537	1113	48.25%	2891	92	1241.85	599.1675202	600	6	594	29	31.9	594	594
NBR	0		0.00%				0	0	0	0	0	0	0	0
SBL	0		0.00%				0	0	0	0	0	0	0	0
SBT	536	1217	44.04%	1228	50	554.8	244.3490551	245	0	245	35	38.5	245	245
SBR	681		55.96%				310.4509449	311	2	309	54	59.4	309	309
EBL	0		0.00%				0	0	0	0	0	0	0	0
EBT	0	1	0.00%	0	0	0	0	0	0	0	0	0	0	0
EBR	0		0.00%				0	0	0	0	0	0	0	0
WBL	224		63.46%				369.7903683	370	0	370	42	46.2	370	370
WBT	2	353	0.57%	1515	21	582.75	3.301699717	4	0	4	1	1.1	4	4
WBR	127		35.98%				209.657932	210	0	210	39	42.9	210	210
	2683													
INTID	**2**	**California Street (NS)**	**I-10 EB Ramps (EW)**											
NBL	0		0.00%				0	0	0	0	0	0	0	0
NBT	652	940	69.36%	2256	77	982.1	681.2012766	682	692	761.2	761.2	762	761.2	762
NBR	288		30.64%				300.8987234	301	320	352	352	352	352	352
SBL	74		13.21%				101.1685714	102	97	106.7	102	102	106.7	107
SBT	486	560	86.79%	1916	38	765.6	664.4314286	665	531	584.1	665	665	665	665
SBR	0		0.00%				0	0	0	0	0	0	0	0
EBL	528		52.33%				502.1494549	503	576	633.6	633.6	634	633.6	634
EBT	3	1009	0.30%	2306	61	959.6	2.853121903	3	8	8.8	8.8	9	8.8	9
EBR	478		47.37%				454.5974232	455	508	558.8	558.8	559	558.8	559
WBL	0		0.00%				0	0	0	0	0	0	0	0
WBT	0	1	0.00%	0	0	0	0	0	0	0	0	0	0	0
WBR	0		0.00%				0	0	0	0	0	0	0	0
Total	2509													
INTID	**3**	**Alabama Street (NS)**	**5th Street (EW)**											
NBL	49		11.45%				112.4366822	113	76	83.6	113	113	113	113
NBT	171	428	39.95%	291	8	121.85	392.3810748	393	209	229.9	393	393	393	393
NBR	208		48.60%				477.282243	478	269	295.9	478	478	478	478
SBL	172		26.26%				201.0430534	202	202	222.2	202	202	222.2	223
SBT	432	655	65.95%	1068	12	403.8	504.9453435	505	496	545.6	505	505	545.6	546
SBR	51		7.79%				59.61160305	60	70	77	77	77	77	77
EBL	19		6.57%				63.08788927	64	30	33	64	64	64	64
EBT	227	289	78.55%	578	11	229.8	753.7342561	754	258	283.8	754	754	754	754
EBR	43		14.88%				142.7778547	143	64	70.4	143	143	143	143
WBL	371		32.77%				129.2436837	130	425	467.5	467.5	468	467.5	468
WBT	648	1132	57.24%	1041	12	394.35	225.7409894	226	732	805.2	805.2	806	805.2	806
WBR	113		9.98%				39.36532686	40	148	162.8	162.8	163	162.8	163
Total	2504													
INTID	**4**	**Alabama Street (NS)**	**3rd Street (EW)**											
NBL	173		37.53%				122.413449	123	0	123	7	7.7	123	123
NBT	284	461	61.61%	932		326.2	200.9561822	201	9	192	119	130.9	192	192
NBR	4		0.87%				2.830368764	3	0	3	1	1.1	3	3
SBL	16		1.84%				6.866590126	7	0	7	1	1.1	7	7
SBT	637	871	73.13%	1068		373.8	273.3761194	274	27	247	130	143	247	247
SBR	218		25.03%				93.55729047	94	0	94	9	9.9	94	94
EBL	103		31.21%				133.0572727	134	0	134	5	5.5	134	134

EBT	2	330	0.61%	1218	426.3	2.583636364	3	0	3	1	1.1	3	3
EBR	225		68.18%			290.6590909	291	0	291	9	9.9	291	291
WBL	4		9.52%			47.56666667	48	0	48	1	1.1	48	48
WBT	4	42	9.52%	1427	499.45	47.56666667	48	0	48	1	1.1	48	48
WBR	34		80.95%			404.3166667	405	0	405	2	2.2	405	405
Total	1704												

INTID	**5**	**Alabama Street (NS)**	**River Bluff Avenue (EW)**											
NBL	0		0.00%				0	0	11	0	0	0	0	0
NBT	405	431	93.97%	1215	20	475.25	446.5806265	447	4	443	133	146.3	443	443
NBR	26		6.03%				28.66937355	29	0	29	2	2.2	29	29
SBL	38		4.41%				36.79211137	37	0	37	2	2.2	37	37
SBT	824	862	95.59%	2206	25	834.6	797.8078886	798	12	786	149	163.9	786	786
SBR	0		0.00%				0	0	15	0	0	0	0	0
EBL	0		0.00%				0	0	5	0	0	0	0	0
EBT	0	1	0.00%	0	0	0	0	0	0	0	0	0	0	0
EBR	0		0.00%				0	0	4	0	0	0	0	0
WBL	29		48.33%				21.99166667	22	0	22	2	2.2	22	22
WBT	0	60	0.00%	130	0	45.5	0	0	0	0	0	0	0	0
WBR	31		51.67%				23.50833333	24	0	24	2	2.2	24	24
Total	1353													

INTID	**6**	**Alabama Street (NS)**	**Palmetto Avenue (EW)**											
NBL	10		2.17%				10.62608696	11	53	0	5	5.5	5.5	6
NBT	433	460	94.13%	1218	25	488.8	460.1095652	461	11	450	142	156.2	450	450
NBR	17		3.70%				18.06434783	19	0	19	8	8.8	19	19
SBL	4		0.50%				3.941992434	4	0	4	8	8.8	8.8	9
SBT	678	793	85.50%	2090	20	781.5	668.1677175	669	28	641	149	163.9	641	641
SBR	111		14.00%				109.39029	110	0	110	5	5.5	110	110
EBL	20		74.07%				2.851851852	3	4	0	5	5.5	5.5	6
EBT	3	27	11.11%	11	0	3.85	0.427777778	1	0	1	8	8.8	8.8	9
EBR	4		14.81%				0.57037037	1	9	0	7	7.7	7.7	8
WBL	11		100.00%				20	20	0	20	8	8.8	20	20
WBT	0	11	0.00%	50	1	20	0	0	0	0	11	12.1	12.1	13
WBR	0		0.00%				0	0	0	0	8	8.8	8.8	9
Total	1291													

INTID	**7**	**Alabama Street (NS)**	**San Bernardino Avenue (EW)**											
NBL	115		28.47%				186.3483911	187	0	187	22	24.2	187	187
NBT	211	404	52.23%	1699	24	654.65	341.9087871	342	18	324	74	81.4	324	324
NBR	78		19.31%				126.3928218	127	0	127	61	67.1	127	127
SBL	46		8.70%				65.84782609	66	13	53	67	73.7	73.7	74
SBT	405	529	76.56%	1985	25	757.25	579.7471645	580	6	574	175	192.5	574	574
SBR	78		14.74%				111.6550095	112	2	110	11	12.1	110	110
EBL	40		20.20%				58.8989899	59	6	53	25	27.5	53	53
EBT	128	198	64.65%	683	21	291.55	188.4767677	189	0	189	64	70.4	189	189
EBR	30		15.15%				44.17424242	45	0	45	2	2.2	45	45
WBL	172		28.24%				179.0183908	180	0	180	26	28.6	180	180
WBT	358	609	58.78%	1711	14	633.85	372.608046	373	0	373	80	88	373	373
WBR	79		12.97%				82.22356322	83	41	42	30	33	42	42
Total	1740													

INTID	**8**	**Alabama Street (NS)**	**Lugonia Avenue (EW)**											
NBL	73		14.07%				131.5617534	132	0	132	12	13.2	132	132
NBT	332	519	63.97%	2501	24	935.35	598.3356455	599	18	581	61	67.1	581	581
NBR	114		21.97%				205.4526012	206	0	206	45	49.5	206	206
SBL	42		6.93%				57.23712871	58	0	58	29	31.9	58	58
SBT	431	606	71.12%	2181	25	825.85	587.3619637	588	6	582	65	71.5	582	582
SBR	133		21.95%				181.2509076	182	0	182	8	8.8	182	182
EBL	72		39.13%				67.93043478	68	0	68	8	8.8	68	68
EBT	71	184	38.59%	346	21	173.6	66.98695652	67	0	67	9	9.9	67	67
EBR	41		22.28%				38.6826087	39	0	39	9	9.9	39	39
WBL	196		37.62%				390.9278311	391	0	391	71	78.1	391	391
WBT	280	521	53.74%	2869	14	1039.15	558.4683301	559	0	559	32	35.2	559	559
WBR	45		8.64%				89.75383877	90	0	90	41	45.1	90	90
Total	1830													

INTID	**9**	**Alabama Street (NS)**	**I-10 WB Ramps (EW)**											
NBL	381		41.19%				630.1534054	631	0	631	81	89.1	631	631
NBT	544	925	58.81%	3714	92	1529.9	899.7465946	900	14	886	46	50.6	886	886
NBR	0		0.00%				0	0	0	0	0	0	0	0
SBL	0		0.00%				0	0	0	0	0	0	0	0
SBT	306	472	64.83%	4075	70	1601.25	1038.098517	1039	6	1033	90	99	1033	1033
SBR	166		35.17%				563.1514831	564	1	563	47	51.7	563	563
EBL	0		0.00%				0	0	0	0	0	0	0	0
EBT	0	1	0.00%	0	0	0	0	0	0	0	0	0	0	0
EBR	0		0.00%				0	0	0	0	0	0	0	0
WBL	257		29.64%				144.8922722	145	0	145	69	75.9	145	145
WBT	308	867	35.52%	1318	11	488.8	173.6452134	174	0	174	23	25.3	174	174
WBR	302		34.83%				170.2625144	171	4	167	52	57.2	167	167
Total	2264													

INTID	**10**	**Alabama Street (NS)**	**I-10 EB Ramps (EW)**											
NBL	0		0.00%				0	0	0	0	0	0	0	0
NBT	593	686	86.44%	2859	86	1215.65	1050.846137	1051	12	1039	47	51.7	1039	1039
NBR	93		13.56%				164.803863	165	0	165	62	68.2	165	165
SBL	49		8.19%				63.05267559	64	2	62	89	97.9	97.9	98
SBT	549	598	91.81%	2020	25	769.5	706.4473244	707	4	703	63	69.3	703	703
SBR	0		0.00%				0	0	0	0	0	0	0	0
EBL	387		43.53%				383.5392013	384	2	382	80	88	382	382
EBT	5	889	0.56%	2203	44	881.05	4.955286839	5	0	5	8	8.8	8.8	9
EBR	497		55.91%				492.5555118	493	0	493	107	117.7	493	493
WBL	0		0.00%				0	0	0	0	0	0	0	0
WBT	0	1	0.00%	0	0	0	0	0	0	0	0	0	0	0
WBR	0		0.00%				0	0	0	0	0	0	0	0
Total	2173													

INTID	**11**	**SR-210 SB Ramps (NS)**	**5th Street (EW)**											
NBL	0		0.00%				0	0	0	0	0	0	0	0
NBT	0	1	0.00%	0	0	0	0	0	0	0	0	0	0	0
NBR	0		0.00%				0	0	0	0	0	0	0	0
SBL	166		49.40%				135.072619	136	0	136	94	103.4	136	136
SBT	0	336	0.00%	724	8	273.4	0	0	0	0	0	0	0	0
SBR	170		50.60%				138.327381	139	24	115	101	111.1	115	115
EBL	0		0.00%				0	0	3	-3	0	0	0	0
EBT	274	656	41.77%	1265	26	507.75	212.0785061	213	11	202	62	68.2	202	202
EBR	382		58.23%				295.6714939	296	0	296	83	91.3	296	296
WBL	823		46.29%				600.8872047	601	0	601	210	231	601	601
WBT	955	1778	53.71%	3409	42	1298.15	697.2627953	698	21	677	76	83.6	677	677
WBR	0		0.00%				0	0	0	0	0	0	0	0
Total	2770													

INTID	**12**	**SR-210 NB Ramps (NS)**	**5th Street (EW)**											
NBL	407		59.42%				342.6821168	343	0	343	52	57.2	343	343
NBT	2	685	0.29%	1405	34	576.75	1.683941606	2	0	2	3	3.3	3.3	4
NBR	276		40.29%				232.3839416	233	0	233	84	92.4	233	233
SBL	0		0.00%				0	0	0	0	0	0	0	0
SBT	0	1	0.00%	0	0	0	0	0	0	0	0	0	0	0
SBR	0		0.00%				0	0	9	-9	0	0	0	0
EBL	47		10.68%				36.43034091	37	8	29	68	74.8	74.8	75
EBT	393	440	89.32%	853	17	341.05	304.6196591	305	4	301	88	96.8	301	301
EBR	0		0.00%				0	0	0	0	0	0	0	0
WBL	0		0.00%				0	0	0	0	0	0	0	0
WBT	1340	1848	72.51%	2662	26	996.7	722.715368	723	21	702	160	176	702	702
WBR	508		27.49%				273.984632	274	0	274	158	173.8	274	274
Total	2973													

INTID	**13**	**SR-210 SB Ramps (NS)**	**San Bernardino Avenue (EW)**											
NBL	15		34.09%				20.28409091	21	0	21	1	1.1	21	21
NBT	6	44	13.64%	170	0	59.5	8.113636364	9	0	9	1	1.1	9	9
NBR	23		52.27%				31.10227273	32	0	32	16	17.6	32	32
SBL	284		34.42%				351.9362424	352	0	352	48	52.8	352	352
SBT	241	825	29.21%	2721	28	1022.35	298.6501212	299	0	299	10	11	299	299
SBR	300		36.36%				371.7636364	372	13	359	58	63.8	359	359
EBL	47		17.74%				49.66037736	50	6	44	11	12.1	44	44
EBT	193	265	72.83%	700	14	280	203.9245283	204	8	196	25	27.5	196	196
EBR	25		9.43%				26.41509434	27	0	27	1	1.1	27	27
WBL	58		7.70%				51.07158035	52	0	52	28	30.8	52	52
WBT	350	753	46.48%	1723	24	663.05	308.190571	309	29	280	41	45.1	280	280
WBR	345		45.82%				303.7878486	304	0	304	45	49.5	304	304
Total	1887													

INTID	**14**	**SR-210 NB Ramps (NS)**	**San Bernardino Avenue (EW)**											
NBL	49		12.89%				41.81763158	42	0	42	12	13.2	42	42
NBT	309	380	81.32%	798	18	324.3	263.7071053	264	0	264	43	47.3	264	264
NBR	22		5.79%				18.77526316	19	0	19	7	7.7	19	19
SBL	144		51.99%				202.5617329	203	0	203	6	6.6	203	203
SBT	9	277	3.25%	999	16	389.65	12.6601083	13	0	13	1	1.1	13	13
SBR	124		44.77%				174.4281588	175	17	158	21	23.1	158	158
EBL	95		18.20%				146.9315134	147	5	142	38	41.8	142	142
EBT	299	522	57.28%	2071	33	807.35	462.4476054	463	4	459	47	51.7	459	459
EBR	128		24.52%				197.9708812	198	0	198	6	6.6	198	198
WBL	32		3.36%				43.99663866	44	0	44	2	2.2	44	44
WBT	616	952	64.71%	3354	54	1308.9	846.9352941	847	12	835	83	91.3	835	835
WBR	304		31.93%				417.9680672	418	0	418	57	62.7	418	418
Total	2131													

2040 Without Project PM Peak Hour Volume Calculation Sheets

	Existing Volumes	Approach Volume	Directional Split	2040 Volumes	Truck Volumes	Total Volume	Split Volume	Volume		EACP Volume Check			Whichever is Greater	**Final**
DATE	43187													
TIME	1700													
INTID	**1**	**California Street (NS)**	**I-10 WB Ramps (EW)**											
NBL	454		39.72%				723.3693613	724	0	724	25	27.5	724	724
NBT	689	1143	60.28%	5421	143	1821.17	1097.800639	1098	3	1,095	7	7.7	1095	1095
NBR	0		0.00%				0	0	0	0	0	0	0	0
SBL	0		0.00%				0	0	0	0	0	0	0	0
SBT	179	532	33.65%	4500	79	1412.5	475.2584586	476	0	476	13	14.3	476	476
SBR	353		66.35%				937.2415414	938	7	931	25	27.5	931	931
EBL	0		0.00%				0	0	0	0	0	0	0	0
EBT	0	1	0.00%	0	0	0	0	0	0	0	0	0	0	0
EBR	0		0.00%				0	0	0	0	0	0	0	0
WBL	343		47.18%				167.1971664	168	0	168	32	35.2	168	168
WBT	9	727	1.24%	1044	29	354.38	4.387097662	5	0	5	0	0	5	5
WBR	375		51.58%				182.7957359	183	0	183	32	35.2	183	183
	2402													
INTID	**2**	**California Street (NS)**	**I-10 EB Ramps (EW)**											
NBL	0		0.00%				0	0	0	0	0	0	0	0
NBT	822	1258	65.34%	5816	114	1855.32	1212.299714	1213	0	1,213	13	14.3	1213	1213
NBR	436		34.66%				643.0202862	644	0	644	19	20.9	644	644
SBL	259		33.90%				332.1675	333	0	333	19	20.9	333	333
SBT	505	764	66.10%	3129	54	979.83	647.6625	648	0	648	27	29.7	648	648
SBR	0		0.00%				0	0	0	0	0	0	0	0
EBL	338		48.15%				479.8059259	480	3	477	19	20.9	477	477
EBT	3	702	0.43%	2626	115	996.52	4.258632479	5	0	5	4	4.4	5	5
EBR	361		51.42%				512.4554416	513	0	513	10	11	513	513
WBL	0		0.00%				0	0	0	0	0	0	0	0
WBT	0	1	0.00%	0	0	0	0	0	0	0	0	0	0	0
WBR	0		0.00%				0	0	0	0	0	0	0	0
Total	2724													
INTID	**3**	**Alabama Street (NS)**	**5th Street (EW)**											
NBL	92		8.34%				38.13537625	39	3	36	21	23.1	36	36
NBT	550	1103	49.86%	1573	13	457.21	227.9832276	228	10	218	32	35.2	218	218
NBR	461		41.80%				191.0913962	192	18	174	50	55	174	174
SBL	200		39.68%				110.2103175	111	0	111	25	27.5	111	111
SBT	281	504	55.75%	899	14	277.73	154.845496	155	4	151	38	41.8	151	151
SBR	23		4.56%				12.67418651	13	0	13	19	20.9	20.9	21
EBL	56		7.19%				30.87404365	31	0	31	16	17.6	31	31
EBT	673	779	86.39%	1424	18	429.48	371.039846	372	0	372	31	34.1	372	372
EBR	50		6.42%				27.5661104	28	1	27	20	22	27	27
WBL	151		29.15%				99.06532819	100	7	93	28	30.8	93	93
WBT	235	518	45.37%	1092	18	339.84	154.1745174	155	0	155	66	72.6	155	155
WBR	132		25.48%				86.60015444	87	0	87	39	42.9	87	87
Total	2904													

INTID	**4**	**Alabama Street (NS)**	**3rd Street (EW)**											
NBL	202		20.40%				213.9628889	214	0	214	0	0	214	214
NBT	784	990	79.19%	3569	34	1048.63	830.4302222	831	32	799	102	112.2	799	799
NBR	4		0.40%				4.236888889	5	0	5	0	0	5	5
SBL	7		1.31%				3.640655431	4	0	4	0	0	4	4
SBT	451	534	84.46%	899	14	277.73	234.5622285	235	13	222	85	93.5	222	222
SBR	76		14.23%				39.5271161	40	0	40	0	0	40	40
EBL	397		50.96%				479.2335302	480	0	480	0	0	480	480
EBT	29	779	3.72%	3168	34	940.36	35.00698331	36	0	36	0	0	36	36
EBR	353		45.31%				426.1194865	427	0	427	0	0	427	427
WBL	11		35.48%				90.81387097	91	0	91	0	0	91	91
WBT	3	31	9.68%	809	15	255.93	24.76741935	25	0	25	0	0	25	25
WBR	17		54.84%				140.3487097	141	0	141	0	0	141	141
Total	2334													

INTID	5	Alabama Street (NS)	River Bluff Avenue (EW)											
NBL	0		0.00%				0	0	5	0	0	0	0	0
NBT	908	946	95.98%	3175	35	944.75	906.8002114	907	14	893	113	124.3	893	893
NBR	38		4.02%				37.94978858	38	0	38	0	0	38	38
SBL	46		5.52%				40.8394958	41	0	41	0	0	41	41
SBT	787	833	94.48%	2415	35	739.55	698.7105042	699	6	693	113	124.3	693	693
SBR	0		0.00%				0	0	7	0	0	0	0	0
EBL	0		0.00%				0	0	18	0	0	0	0	0
EBT	0	1	0.00%	0	0	0	0	0	0	0	0	0	0	0
EBR	0		0.00%				0	0	14	0	0	0	0	0
WBL	35		40.23%				96.15747126	97	0	97	0	0	97	97
WBT	0	87	0.00%	876	1	239.02	0	0	0	0	0	0	0	0
WBR	52		59.77%				142.8625287	143	0	143	0	0	143	143
Total	1866													

INTID	6	Alabama Street (NS)	Palmetto Avenue (EW)											
NBL	2		0.25%				2.29572327	3	25	0	4	4.4	4.4	5
NBT	785	795	98.74%	3065	34	912.55	901.0713836	902	5	897	119	130.9	897	897
NBR	8		1.01%				9.182893082	10	0	10	7	7.7	10	10
SBL	5		0.61%				5.229318735	6	0	6	7	7.7	7.7	8
SBT	757	822	92.09%	2860	35	859.7	791.7188564	792	25	767	119	130.9	767	767
SBR	60		7.30%				62.75182482	63	0	63	0	0	63	63
EBL	153		95.03%				17.77080745	18	14	0	4	4.4	4.4	5
EBT	3	161	1.86%	60	1	18.7	0.348447205	1	0	1	5	5.5	5.5	6
EBR	5		3.11%				0.580745342	1	34	0	5	5.5	5.5	6
WBL	11		45.83%				3.620833333	4	0	4	7	7.7	7.7	8
WBT	5	24	20.83%	20	1	7.9	1.645833333	2	0	2	10	11	11	11
WBR	8		33.33%				2.633333333	3	0	3	7	7.7	7.7	8
Total	1802													

INTID	7	Alabama Street (NS)	San Bernardino Avenue (EW)											
NBL	39		5.31%				56.4426703	57	0	57	13	14.3	57	57
NBT	462	734	62.94%	3564	40	1062.28	668.6285559	669	9	660	63	69.3	660	660
NBR	233		31.74%				337.2087738	338	0	338	57	62.7	338	338
SBL	140		21.67%				178.2811146	179	48	131	63	69.3	131	131
SBT	447	646	69.20%	2732	34	822.64	569.22613	570	21	549	176	193.6	549	549
SBR	59		9.13%				75.13275542	76	7	69	7	7.7	69	69
EBL	122		16.05%				143.6277105	144	3	141	22	24.2	141	141
EBT	570	760	75.00%	2999	34	894.73	671.0475	672	0	672	57	62.7	672	672
EBR	68		8.95%				80.05478947	81	0	81	0	0	81	81
WBL	126		29.72%				161.9961792	162	0	162	15	16.5	162	162
WBT	161	424	37.97%	1769	27	545.13	206.9951179	207	0	207	63	69.3	207	207
WBR	137		32.31%				176.1387028	177	19	158	25	27.5	158	158
Total	2564													

INTID	8	Alabama Street (NS)	Lugonia Avenue (EW)											
NBL	67		8.66%				137.4616667	138	0	138	13	14.3	138	138
NBT	460	774	59.43%	5187	75	1587.99	943.7666667	944	9	935	51	56.1	935	935
NBR	247		31.91%				506.7616667	507	0	507	46	50.6	507	507
SBL	128		18.71%				247.7642105	248	0	248	46	50.6	248	248
SBT	456	684	66.67%	4487	45	1323.99	882.66	883	21	862	176	193.6	862	862
SBR	100		14.62%				193.5657895	194	0	194	6	6.6	194	194
EBL	226		28.97%				152.3297949	153	0	153	7	7.7	153	153
EBT	446	780	57.18%	1762	20	525.74	300.6154359	301	0	301	8	8.8	301	301
EBR	108		13.85%				72.79476923	73	0	73	6	6.6	73	73
WBL	264		49.81%				461.1681509	462	0	462	79	86.9	462	462
WBT	215	530	40.57%	2929	54	925.83	375.5725472	376	0	376	27	29.7	376	376
WBR	51		9.62%				89.08930189	90	0	90	38	41.8	90	90
Total	2768													

INTID	9	Alabama Street (NS)	I-10 WB Ramps (EW)											
NBL	348		31.41%				827.9102166	828	0	828	80	88	828	828
NBT	760	1108	68.59%	8087	181	2635.99	1808.079783	1809	7	1,802	41	45.1	1802	1802
NBR	0		0.00%				0	0	0	0	0	0	0	0
SBL	0		0.00%				0	0	0	0	0	0	0	0
SBT	708	1123	63.05%	6857	94	2086.39	1315.373215	1316	19	1,297	72	79.2	1297	1297
SBR	415		36.95%				771.0167854	772	3	769	37	40.7	769	769
EBL	0		0.00%				0	0	0	0	0	0	0	0
EBT	0	1	0.00%	0	0	0	0	0	0	0	0	0	0	0
EBR	0		0.00%				0	0	0	0	0	0	0	0
WBL	171		26.84%				91.50244898	92	0	92	61	67.1	92	92
WBT	313	637	49.14%	1068	21	340.86	167.4869388	168	0	168	10	11	168	168
WBR	153		24.02%				81.87061224	82	2	80	48	52.8	80	80
Total	2868													

INTID	10	Alabama Street (NS)	I-10 EB Ramps (EW)											
NBL	0		0.00%				0	0	0	0	0	0	0	0
NBT	769	1021	75.32%	6258	149	2062.16	1553.184172	1554	6	1,548	57	62.7	1548	1548
NBR	252		24.68%				508.9758276	509	0	509	60	66	509	509
SBL	220		24.39%				326.4878049	327	5	322	89	97.9	322	322
SBT	682	902	75.61%	4430	57	1338.6	1012.112195	1013	14	999	45	49.5	999	999
SBR	0		0.00%				0	0	0	0	0	0	0	0
EBL	338		38.28%				377.7216988	378	1	377	63	69.3	377	377
EBT	65	883	7.36%	2951	76	986.77	72.63878822	73	0	73	7	7.7	73	73
EBR	480		54.36%				536.409513	537	0	537	89	97.9	537	537
WBL	0		0.00%				0	0	0	0	0	0	0	0
WBT	0	1	0.00%	0	0	0	0	0	0	0	0	0	0	0
WBR	0		0.00%				0	0	0	0	0	0	0	0
Total	2806													

INTID	11 SR-210 SB Ramps (NS)		5th Street (EW)											
NBL	0		0.00%				0	0	0	0	0	0	0	0
NBT	0	1	0.00%	0	0	0	0	0	0	0	0	0	0	0
NBR	0		0.00%				0	0	0	0	0	0	0	0
SBL	306		73.38%				409.9372662	410	0	410	93	102.3	410	410
SBT	5	417	1.20%	1532	58	558.64	6.698321343	7	0	7	0	0	7	7
SBR	106		1.00%				5.5864	6	11	-5	101	111.1	111.1	112
EBL	0		0.00%				0	0	10	-10	0	0	0	0
EBT	946	1604	58.98%	3876	51	1174.02	692.4083042	693	42	651	110	121	651	651
EBR	658		41.02%				481.6116958	482	0	482	63	69.3	482	482
WBL	305		37.10%				391.5576642	392	0	392	194	213.4	392	392
WBT	517	822	62.90%	3214	75	1055.28	663.7223358	664	10	654	39	42.9	654	654
WBR	0		0.00%				0	0	0	0	0	0	0	0
Total	2843													

INTID	12 SR-210 NB Ramps (NS)		5th Street (EW)											
NBL	203		29.94%				282.0023304	283	0	283	39	42.9	283	283
NBT	0	678	0.00%	3118	40	941.86	0	0	0	0	2	2.2	2.2	3
NBR	475		70.06%				659.8576696	660	0	660	78	85.8	660	660
SBL	0		0.00%				0	0	0	0	0	0	0	0
SBT	0	1	0.00%	0	0	0	0	0	0	0	0	0	0	0
SBR	0		0.00%				0	0	4	-4	0	0	0	0
EBL	197		16.06%				202.201956	203	28	175	78	85.8	175	175
EBT	1030	1227	83.94%	3970	75	1259.4	1057.198044	1058	14	1,044	127	139.7	1044	1044
EBR	0		0.00%				0	0	0	0	0	0	0	0
WBL	0		0.00%				0	0	0	0	0	0	0	0
WBT	591	855	69.12%	2769	50	872.63	603.1863509	604	10	594	155	170.5	594	594
WBR	264		30.88%				269.4436491	270	0	270	155	170.5	270	270
Total	2760													

INTID	**13**	**SR-210 SB Ramps (NS)**	**San Bernardino Avenue (EW)**											
NBL	29		8.58%				21.50976331	22	0	22	0	0	22	22
NBT	49	338	14.50%	910	2	250.7	36.34408284	37	0	37	0	0	37	37
NBR	260		76.92%				192.8461538	193	0	193	0	0	193	193
SBL	160		27.59%				312.1296552	313	0	313	51	56.1	313	313
SBT	304	580	52.41%	3561	68	1131.47	593.0463448	594	0	594	0	0	594	594
SBR	116		20.00%				226.294	227	6	221	66	72.6	221	221
EBL	135		14.50%				115.3474221	116	19	97	13	14.3	97	97
EBT	711	931	76.37%	2761	20	795.47	607.4964232	608	29	579	69	75.9	579	579
EBR	85		9.13%				72.62615467	73	0	73	0	0	73	73
WBL	134		22.75%				196.9617997	197	0	197	35	38.5	197	197
WBT	324	589	55.01%	2475	79	865.75	476.2359932	477	14	463	35	38.5	463	463
WBR	131		22.24%				192.5522071	193	0	193	76	83.6	193	193
Total	2438													

INTID	**14**	**SR-210 NB Ramps (NS)**	**San Bernardino Avenue (EW)**											
NBL	77		12.83%				78.18066667	79	0	79	33	36.3	79	79
NBT	468	600	78.00%	1960	32	609.2	475.176	476	0	476	51	56.1	476	476
NBR	55		9.17%				55.84333333	56	0	56	11	12.1	56	56
SBL	251		57.31%				335.1193836	336	0	336	0	0	336	336
SBT	21	438	4.79%	1777	42	584.79	28.03787671	29	0	29	0	0	29	29
SBR	166		37.90%				221.6327397	222	8	214	0	0	214	214
EBL	434		38.54%				647.3846181	648	15	633	59	64.9	633	633
EBT	527	1126	46.80%	5656	61	1679.62	786.1098934	787	14	773	61	67.1	773	773
EBR	165		14.65%				246.1254885	247	0	247	0	0	247	247
WBL	35		6.28%				100.9212747	101	0	101	0	0	101	101
WBT	338	557	60.68%	5217	79	1606.09	974.611167	975	6	969	112	123.2	969	969
WBR	184		33.03%				530.5575583	531	0	531	77	84.7	531	531
Total	2721													

2040 With Project AM Peak Hour Volume Calculation Sheets

	Existing Volumes	Approach Volume	Directional Split	2040 Volumes	Truck Volumes	Total Volume	Split Volume	Volume	Existing Scenarios Volume Check	Whichever is Greater	**Final**
DATE	43187										
TIME	1700										
INTID	**1**	**California Street (NS)**	**I-10 WB Ramps (EW)**								
NBL	576		51.75%				642.6824798	643	626	688.6	643	643
NBT	537	1113	48.25%	2891	92	1241.85	599.1675202	600	572	629.2	600	600
NBR	0		0.00%				0	0	0	0	0	0
SBL	0		0.00%				0	0	0	0	0	0
SBT	536	1217	44.04%	1228	50	554.8	244.3490551	245	571	628.1	628.1	629
SBR	681		55.96%				310.4509449	311	737	810.7	810.7	811
EBL	0		0.00%				0	0	0	0	0	0
EBT	0	1	0.00%	0	0	0	0	0	0	0	0	0
EBR	0		0.00%				0	0	0	0	0	0
WBL	224		63.46%				369.7903683	370	266	292.6	370	370
WBT	2	353	0.57%	1515	21	582.75	3.301699717	4	3	3.3	4	4
WBR	127		35.98%				209.657932	210	166	182.6	210	210
	2683											
INTID	**2**	**California Street (NS)**	**I-10 EB Ramps (EW)**								
NBL	0		0.00%				0	0	0	0	0	0
NBT	652	940	69.36%	2256	77	982.1	681.2012766	682	692	761.2	761.2	762
NBR	288		30.64%				300.8987234	301	320	352	352	352
SBL	74		13.21%				101.1685714	102	97	106.7	102	102
SBT	486	560	86.79%	1916	38	765.6	664.4314286	665	531	584.1	665	665
SBR	0		0.00%				0	0	0	0	0	0
EBL	528		52.33%				502.1494549	503	576	633.6	633.6	634
EBT	3	1009	0.30%	2306	61	959.6	2.853121903	3	8	8.8	8.8	9
EBR	478		47.37%				454.5974232	455	508	558.8	558.8	559
WBL	0		0.00%				0	0	0	0	0	0
WBT	0	1	0.00%	0	0	0	0	0	0	0	0	0
WBR	0		0.00%				0	0	0	0	0	0
Total	2509											
INTID	**3**	**Alabama Street (NS)**	**5th Street (EW)**								
NBL	49		11.45%				112.4366822	113	76	83.6	113	113
NBT	171	428	39.95%	291	8	121.85	392.3810748	393	209	229.9	393	393
NBR	208		48.60%				477.282243	478	269	295.9	478	478
SBL	172		26.26%				201.0430534	202	202	222.2	202	202
SBT	432	655	65.95%	1068	12	403.8	504.9453435	505	496	545.6	505	505
SBR	51		7.79%				59.61160305	60	70	77	77	77
EBL	19		6.57%				63.08788927	64	30	33	64	64
EBT	227	289	78.55%	578	11	229.8	753.7342561	754	258	283.8	754	754
EBR	43		14.88%				142.7778547	143	64	70.4	143	143
WBL	371		32.77%				129.2436837	130	425	467.5	467.5	468
WBT	648	1132	57.24%	1041	12	394.35	225.7409894	226	732	805.2	805.2	806
WBR	113		9.98%				39.36532686	40	148	162.8	162.8	163
Total	2504										

INTID	**4**	**Alabama Street (NS)**	**3rd Street (EW)**									
NBL	173		37.53%				141.1770065	142	182	200.2	200.2	201
NBT	284	461	61.61%	932	20	376.2	231.7587852	232	403	443.3	443.3	444
NBR	4		0.87%				3.264208243	4	5	5.5	5.5	6
SBL	16		1.84%				7.417680827	8	16	17.6	17.6	18
SBT	637	871	73.13%	1068	12	403.8	295.3164179	296	789	867.9	867.9	868
SBR	218		25.03%				101.0659013	102	226	248.6	248.6	249
EBL	103		31.21%				149.4436364	150	111	122.1	150	150
EBT	2	330	0.61%	1218	21	478.8	2.901818182	3	3	3.3	3	3
EBR	225		68.18%				326.4545455	327	232	255.2	327	327
WBL	4		9.52%				49.70952381	50	4	4.4	50	50
WBT	4	42	9.52%	1427	9	521.95	49.70952381	50	4	4.4	50	50
WBR	34		80.95%				422.5309524	423	29	31.9	423	423
Total	1704											

INTID	5	Alabama Street (NS)	River Bluff Avenue (EW)									
NBL	0		0.00%				0	0	11	12.1	12.1	13
NBT	405	431	93.97%	1215	20	475.25	446.5806265	447	540	594	594	594
NBR	26		6.03%				28.66937355	29	28	30.8	29	29
SBL	38		4.41%				36.79211137	37	36	39.6	37	37
SBT	824	862	95.59%	2206	25	834.6	797.8078886	798	984	1082.4	1082.4	1083
SBR	0		0.00%				0	0	15	16.5	16.5	17
EBL	0		0.00%				0	0	5	5.5	5.5	6
EBT	0	1	0.00%	0	0	0	0	0	0	0	0	0
EBR	0		0.00%				0	0	4	4.4	4.4	5
WBL	29		48.33%				21.99166667	22	33	36.3	36.3	37
WBT	0	60	0.00%	130	0	45.5	0	0	0	0	0	0
WBR	31		51.67%				23.50833333	24	30	33	33	33
Total	1353											

INTID	6	Alabama Street (NS)	Palmetto Avenue (EW)									
NBL	10		2.17%				10.62608696	11	67	73.7	73.7	74
NBT	433	460	94.13%	1218	25	488.8	460.1095652	461	610	671	671	671
NBR	17		3.70%				18.06434783	19	22	24.2	24.2	25
SBL	4		0.50%				3.941992434	4	14	15.4	15.4	16
SBT	678	793	85.50%	2090	20	781.5	668.1677175	669	813	894.3	894.3	895
SBR	111		14.00%				109.39029	110	110	121	110	110
EBL	20		74.07%				2.851851852	3	29	31.9	31.9	32
EBT	3	27	11.11%	11	0	3.85	0.427777778	1	65	71.5	71.5	72
EBR	4		14.81%				0.57037037	1	21	23.1	23.1	24
WBL	11		100.00%				20	20	13	14.3	20	20
WBT	0	11	0.00%	50	1	20	0	0	13	14.3	14.3	15
WBR	0		0.00%				0	0	10	11	11	11
Total	1291											

INTID	7	Alabama Street (NS)	San Bernardino Avenue (EW)									
NBL	115		28.47%				186.3483911	187	134	147.4	187	187
NBT	211	404	52.23%	1699	24	654.65	341.9087871	342	306	336.6	342	342
NBR	78		19.31%				126.3928218	127	136	149.6	149.6	150
SBL	46		8.70%				65.84782609	66	123	135.3	135.3	136
SBT	405	529	76.56%	1985	25	757.25	579.7471645	580	595	654.5	654.5	655
SBR	78		14.74%				111.6550095	112	90	99	112	112
EBL	40		20.20%				58.8989899	59	67	73.7	73.7	74
EBT	128	198	64.65%	683	21	291.55	188.4767677	189	191	210.1	210.1	211
EBR	30		15.15%				44.17424242	45	31	34.1	45	45
WBL	172		28.24%				179.0183908	180	196	215.6	215.6	216
WBT	358	609	58.78%	1711	14	633.85	372.608046	373	435	478.5	478.5	479
WBR	79		12.97%				82.22356322	83	151	166.1	166.1	167
Total	1740											

INTID	8	Alabama Street (NS)	Lugonia Avenue (EW)									
NBL	73		14.07%				131.5617534	132	90	99	132	132
NBT	332	519	63.97%	2501	24	935.35	598.3356455	599	426	468.6	599	599
NBR	114		21.97%				205.4526012	206	150	165	206	206
SBL	42		6.93%				57.23712871	58	73	80.3	80.3	81
SBT	431	606	71.12%	2181	25	825.85	587.3619637	588	497	546.7	588	588
SBR	133		21.95%				181.2509076	182	125	137.5	182	182
EBL	72		39.13%				67.93043478	68	79	86.9	86.9	87
EBT	71	184	38.59%	346	21	173.6	66.98695652	67	79	86.9	86.9	87
EBR	41		22.28%				38.6826087	39	50	55	55	55
WBL	196		37.62%				390.9278311	391	264	290.4	391	391
WBT	280	521	53.74%	2869	14	1039.15	558.4683301	559	306	336.6	559	559
WBR	45		8.64%				89.75383877	90	87	95.7	90	90
Total	1830											

INTID	**9**	**Alabama Street (NS)**	**I-10 WB Ramps (EW)**									
NBL	381		41.19%				630.1534054	631	485	533.5	631	631
NBT	544	925	58.81%	3714	92	1529.9	899.7465946	900	649	713.9	900	900
NBR	0		0.00%				0	0	0	0	0	0
SBL	0		0.00%				0	0	0	0	0	0
SBT	306	472	64.83%	4075	70	1601.25	1038.098517	1039	409	449.9	1039	1039
SBR	166		35.17%				563.1514831	564	267	293.7	564	564
EBL	0		0.00%				0	0	0	0	0	0
EBT	0	1	0.00%	0	0	0	0	0	0	0	0	0
EBR	0		0.00%				0	0	0	0	0	0
WBL	257		29.64%				144.8922722	145	336	369.6	369.6	370
WBT	308	867	35.52%	1318	11	488.8	173.6452134	174	339	372.9	372.9	373
WBR	302		34.83%				170.2625144	171	375	412.5	412.5	413
Total	2264											

INTID	**10**	**Alabama Street (NS)**	**I-10 EB Ramps (EW)**									
NBL	0		0.00%				0	0	0	0	0	0
NBT	593	686	86.44%	2859	86	1215.65	1050.846137	1051	679	746.9	1051	1051
NBR	93		13.56%				164.803863	165	160	176	165	165
SBL	49		8.19%				63.05267559	64	143	157.3	157.3	158
SBT	549	598	91.81%	2020	25	769.5	706.4473244	707	599	658.9	707	707
SBR	0		0.00%				0	0	0	0	0	0
EBL	387		43.53%				383.5392013	384	456	501.6	501.6	502
EBT	5	889	0.56%	2203	44	881.05	4.955286839	5	14	15.4	15.4	16
EBR	497		55.91%				492.5555118	493	630	693	693	693
WBL	0		0.00%				0	0	0	0	0	0
WBT	0	1	0.00%	0	0	0	0	0	0	0	0	0
WBR	0		0.00%				0	0	0	0	0	0
Total	2173											

INTID	**11**	**SR-210 SB Ramps (NS)**	**5th Street (EW)**									
NBL	0		0.00%				0	0	0	0	0	0
NBT	0	1	0.00%	0	0	0	0	0	0	0	0	0
NBR	0		0.00%				0	0	0	0	0	0
SBL	166		49.40%				135.072619	136	271	298.1	298.1	299
SBT	0	336	0.00%	724	8	273.4	0	0	0	0	0	0
SBR	170		50.60%				138.327381	139	298	327.8	327.8	328
EBL	0		0.00%				0	0	0	0	0	0
EBT	274	656	41.77%	1265	26	507.75	212.0785061	213	340	374	374	374
EBR	382		58.23%				295.6714939	296	527	579.7	579.7	580
WBL	823		46.29%				600.8872047	601	1000	1100	1100	1100
WBT	955	1778	53.71%	3409	42	1298.15	697.2627953	698	1063	1169.3	1169.3	1170
WBR	0		0.00%				0	0	0	0	0	0
Total	2770											

INTID	**12**	**SR-210 NB Ramps (NS)**	**5th Street (EW)**									
NBL	407		59.42%				342.6821168	343	451	496.1	496.1	497
NBT	2	685	0.29%	1405	34	576.75	1.683941606	2	5	5.5	5.5	6
NBR	276		40.29%				232.3839416	233	375	412.5	412.5	413
SBL	0		0.00%				0	0	0	0	0	0
SBT	0	1	0.00%	0	0	0	0	0	0	0	0	0
SBR	0		0.00%				0	0	0	0	0	0
EBL	47		10.68%				36.43034091	37	134	147.4	147.4	148
EBT	393	440	89.32%	853	17	341.05	304.6196591	305	477	524.7	524.7	525
EBR	0		0.00%				0	0	0	0	0	0
WBL	0		0.00%				0	0	0	0	0	0
WBT	1340	1848	72.51%	2662	26	996.7	722.715368	723	1535	1688.5	1688.5	1689
WBR	508		27.49%				273.984632	274	523	575.3	575.3	576
Total	2973											

INTID	**13**	**SR-210 SB Ramps (NS)**	**San Bernardino Avenue (EW)**									
NBL	15		34.09%				20.28409091	21	18	19.8	21	21
NBT	6	44	13.64%	170	0	59.5	8.113636364	9	7	7.7	9	9
NBR	23		52.27%				31.10227273	32	40	44	44	44
SBL	284		34.42%				351.9362424	352	336	369.6	352	352
SBT	241	825	29.21%	2721	28	1022.35	298.6501212	299	253	278.3	299	299
SBR	300		36.36%				371.7636364	372	380	418	418	418
EBL	47		17.74%				49.66037736	50	63	69.3	69.3	70
EBT	193	265	72.83%	700	14	280	203.9245283	204	241	265.1	265.1	266
EBR	25		9.43%				26.41509434	27	23	25.3	27	27
WBL	58		7.70%				51.07158035	52	85	93.5	93.5	94
WBT	350	753	46.48%	1723	24	663.05	308.190571	309	419	460.9	460.9	461
WBR	345		45.82%				303.7878486	304	386	424.6	424.6	425
Total	1887											

INTID	**14**	**SR-210 NB Ramps (NS)**	**San Bernardino Avenue (EW)**									
NBL	49		12.89%				41.81763158	42	63	69.3	69.3	70
NBT	309	380	81.32%	798	18	324.3	263.7071053	264	356	391.6	391.6	392
NBR	22		5.79%				18.77526316	19	28	30.8	30.8	31
SBL	144		51.99%				202.5617329	203	155	170.5	203	203
SBT	9	277	3.25%	999	16	389.65	12.6601083	13	10	11	13	13
SBR	124		44.77%				174.4281588	175	170	187	175	175
EBL	95		18.20%				146.9315134	147	152	167.2	167.2	168
EBT	299	522	57.28%	2071	33	807.35	462.4476054	463	345	379.5	463	463
EBR	128		24.52%				197.9708812	198	133	146.3	198	198
WBL	32		3.36%				43.99663866	44	34	37.4	44	44
WBT	616	952	64.71%	3354	54	1308.9	846.9352941	847	690	759	847	847
WBR	304		31.93%				417.9680672	418	363	399.3	418	418
Total	2131											

2040 With Project PM Peak Hour Volume Calculation Sheets

	Existing Volumes	Approach Volume	Directional Split	2040 Volumes	Truck Volume	Total Volume	Split Volume	Volume	Existing Scenarios Volume Check		Whichever is Greater	**Final**
DATE	43187											
TIME	1700											
INTID	**1**	**California Street (NS)**	**I-10 WB Ramps (EW)**									
NBL	454		39.72%				723.3693613	724	498	547.8	724	724
NBT	689	1143	60.28%	5421	143	1821.17	1097.800639	1098	727	799.7	1098	1098
NBR	0		0.00%				0	0	0	0	0	0
SBL	0		0.00%				0	0	0	0	0	0
SBT	179	532	33.65%	4500	79	1412.5	475.2584586	476	200	220	476	476
SBR	353		66.35%				937.2415414	938	400	440	938	938
EBL	0		0.00%				0	0	0	0	0	0
EBT	0	1	0.00%	0	0	0	0	0	0	0	0	0
EBR	0		0.00%				0	0	0	0	0	0
WBL	343		47.18%				167.1971664	168	389	427.9	427.9	428
WBT	9	727	1.24%	1044	29	354.38	4.387097662	5	10	11	11	11
WBR	375		51.58%				182.7957359	183	422	464.2	464.2	465
	2402											
INTID	**2**	**California Street (NS)**	**I-10 EB Ramps (EW)**									
NBL	0		0.00%				0	0	0	0	0	0
NBT	822	1258	65.34%	5816	114	1855.32	1212.299714	1213	868	954.8	1213	1213
NBR	436		34.66%				643.0202862	644	473	520.3	644	644
SBL	259		33.90%				332.1675	333	289	317.9	333	333
SBT	505	764	66.10%	3129	54	979.83	647.6625	648	553	608.3	648	648
SBR	0		0.00%				0	0	0	0	0	0
EBL	338		48.15%				479.8059259	480	374	411.4	480	480
EBT	3	702	0.43%	2626	115	996.52	4.258632479	5	8	8.8	8.8	9
EBR	361		51.42%				512.4554416	513	386	424.6	513	513
WBL	0		0.00%				0	0	0	0	0	0
WBT	0	1	0.00%	0	0	0	0	0	0	0	0	0
WBR	0		0.00%				0	0	0	0	0	0
Total	2724											
INTID	**3**	**Alabama Street (NS)**	**5th Street (EW)**									
NBL	92		8.34%				38.13537625	39	127	139.7	139.7	140
NBT	550	1103	49.86%	1573	13	457.21	227.9832276	228	616	677.6	677.6	678
NBR	461		41.80%				191.0913962	192	575	632.5	632.5	633
SBL	200		39.68%				110.2103175	111	235	258.5	258.5	259
SBT	281	504	55.75%	899	14	277.73	154.845496	155	344	378.4	378.4	379
SBR	23		4.56%				12.67418651	13	45	49.5	49.5	50
EBL	56		7.19%				30.87404365	31	76	83.6	83.6	84
EBT	673	779	86.39%	1424	18	429.48	371.039846	372	739	812.9	812.9	813
EBR	50		6.42%				27.5661104	28	73	80.3	80.3	81
WBL	151		29.15%				99.06532819	100	215	236.5	236.5	237
WBT	235	518	45.37%	1092	18	339.84	154.1745174	155	317	348.7	348.7	349
WBR	132		25.48%				86.60015444	87	178	195.8	195.8	196
Total	2904											

INTID	**4**	**Alabama Street (NS)**	**3rd Street (EW)**									
NBL	202		20.40%				213.9628889	214	221	243.1	243.1	244
NBT	784	990	79.19%	3569	34	1048.63	830.4302222	831	945	1039.5	1039.5	1040
NBR	4		0.40%				4.236888889	5	4	4.4	5	5
SBL	7		1.31%				3.640655431	4	7	7.7	7.7	8
SBT	451	534	84.46%	899	14	277.73	234.5622285	235	568	624.8	624.8	625
SBR	76		14.23%				39.5271161	40	80	88	88	88
EBL	397		50.96%				479.2335302	480	410	451	480	480
EBT	29	779	3.72%	3168	34	940.36	35.00698331	36	30	33	36	36
EBR	353		45.31%				426.1194865	427	361	397.1	427	427
WBL	11		35.48%				90.81387097	91	10	11	91	91
WBT	3	31	9.68%	809	15	255.93	24.76741935	25	4	4.4	25	25
WBR	17		54.84%				140.3487097	141	17	18.7	141	141
Total	2334											

INTID	**5**	**Alabama Street (NS)**	**River Bluff Avenue (EW)**									
NBL	0		0.00%				0	0	5	5.5	5.5	6
NBT	908	946	95.98%	3175	35	944.75	906.8002114	907	1067	1173.7	1173.7	1174
NBR	38		4.02%				37.94978858	38	43	47.3	47.3	48
SBL	46		5.52%				40.8394958	41	40	44	41	41
SBT	787	833	94.48%	2415	35	739.55	698.7105042	699	934	1027.4	1027.4	1028
SBR	0		0.00%				0	0	7	7.7	7.7	8
EBL	0		0.00%				0	0	18	19.8	19.8	20
EBT	0	1	0.00%	0	0	0	0	0	0	0	0	0
EBR	0		0.00%				0	0	14	15.4	15.4	16
WBL	35		40.23%				96.15747126	97	36	39.6	97	97
WBT	0	87	0.00%	876	1	239.02	0	0	0	0	0	0
WBR	52		59.77%				142.8625287	143	60	66	143	143
Total	1866											

INTID	**6**	**Alabama Street (NS)**	**Palmetto Avenue (EW)**									
NBL	2		0.25%				2.29572327	3	32	35.2	35.2	36
NBT	785	795	98.74%	3065	34	912.55	901.0713836	902	937	1030.7	1030.7	1031
NBR	8		1.01%				9.182893082	10	14	15.4	15.4	16
SBL	5		0.61%				5.229318735	6	13	14.3	14.3	15
SBT	757	822	92.09%	2860	35	859.7	791.7188564	792	926	1018.6	1018.6	1019
SBR	60		7.30%				62.75182482	63	65	71.5	71.5	72
EBL	153		95.03%				17.77080745	18	180	198	198	198
EBT	3	161	1.86%	60	1	18.7	0.348447205	1	8	8.8	8.8	9
EBR	5		3.11%				0.580745342	1	45	49.5	49.5	50
WBL	11		45.83%				3.620833333	4	19	20.9	20.9	21
WBT	5	24	20.83%	20	1	7.9	1.645833333	2	16	17.6	17.6	18
WBR	8		33.33%				2.633333333	3	16	17.6	17.6	18
Total	1802											

INTID	**7**	**Alabama Street (NS)**	**San Bernardino Avenue (EW)**									
NBL	39		5.31%				56.4426703	57	54	59.4	57	57
NBT	462	734	62.94%	3564	40	1062.28	668.6285559	669	555	610.5	669	669
NBR	233		31.74%				337.2087738	338	298	327.8	338	338
SBL	140		21.67%				178.2811146	179	257	282.7	282.7	283
SBT	447	646	69.20%	2732	34	822.64	569.22613	570	662	728.2	728.2	729
SBR	59		9.13%				75.13275542	76	74	81.4	76	76
EBL	122		16.05%				143.6277105	144	151	166.1	166.1	167
EBT	570	760	75.00%	2999	34	894.73	671.0475	672	650	715	672	672
EBR	68		8.95%				80.05478947	81	71	78.1	81	81
WBL	126		29.72%				161.9961792	162	144	158.4	162	162
WBT	161	424	37.97%	1769	27	545.13	206.9951179	207	230	253	253	253
WBR	137		32.31%				176.1387028	177	187	205.7	205.7	206
Total	2564											

INTID	**8**	**Alabama Street (NS)**	**Lugonia Avenue (EW)**									
NBL	67		8.66%				137.4616667	138	83	91.3	138	138
NBT	460	774	59.43%	5187	75	1587.99	943.7666667	944	569	625.9	944	944
NBR	247		31.91%				506.7616667	507	292	321.2	507	507
SBL	128		18.71%				247.7642105	248	180	198	248	248
SBT	456	684	66.67%	4487	45	1323.99	882.66	883	686	754.6	883	883
SBR	100		14.62%				193.5657895	194	103	113.3	194	194
EBL	226		28.97%				152.3297949	153	239	262.9	262.9	263
EBT	446	780	57.18%	1762	20	525.74	300.6154359	301	467	513.7	513.7	514
EBR	108		13.85%				72.79476923	73	120	132	132	132
WBL	264		49.81%				461.1681509	462	351	386.1	462	462
WBT	215	530	40.57%	2929	54	925.83	375.5725472	376	249	273.9	376	376
WBR	51		9.62%				89.08930189	90	93	102.3	102.3	103
Total	2768											

INTID	**9**	**Alabama Street (NS)**	**I-10 WB Ramps (EW)**									
NBL	348		31.41%				827.9102166	828	449	493.9	828	828
NBT	760	1108	68.59%	8087	181	2635.99	1808.079783	1809	859	944.9	1809	1809
NBR	0		0.00%				0	0	0	0	0	0
SBL	0		0.00%				0	0	0	0	0	0
SBT	708	1123	63.05%	6857	94	2086.39	1315.373215	1316	838	921.8	1316	1316
SBR	415		36.95%				771.0167854	772	516	567.6	772	772
EBL	0		0.00%				0	0	0	0	0	0
EBT	0	1	0.00%	0	0	0	0	0	0	0	0	0
EBR	0		0.00%				0	0	0	0	0	0
WBL	171		26.84%				91.50244898	92	245	269.5	269.5	270
WBT	313	637	49.14%	1068	21	340.86	167.4869388	168	339	372.9	372.9	373
WBR	153		24.02%				81.87061224	82	217	238.7	238.7	239
Total	2868											

INTID	**10**	**Alabama Street (NS)**	**I-10 EB Ramps (EW)**									
NBL	0		0.00%				0	0	0	0	0	0
NBT	769	1021	75.32%	6258	149	2062.16	1553.184172	1554	872	959.2	1554	1554
NBR	252		24.68%				508.9758276	509	323	355.3	509	509
SBL	220		24.39%				326.4878049	327	326	358.6	327	327
SBT	682	902	75.61%	4430	57	1338.6	1012.112195	1013	766	842.6	1013	1013
SBR	0		0.00%				0	0	0	0	0	0
EBL	338		38.28%				377.7216988	378	426	468.6	468.6	469
EBT	65	883	7.36%	2951	76	986.77	72.63878822	73	74	81.4	81.4	82
EBR	480		54.36%				536.409513	537	597	656.7	656.7	657
WBL	0		0.00%				0	0	0	0	0	0
WBT	0	1	0.00%	0	0	0	0	0	0	0	0	0
WBR	0		0.00%				0	0	0	0	0	0
Total	2806											

INTID	11 SR-210 SB Ramps (NS)		5th Street (EW)									
NBL	0		0.00%				0	0	0	0	0	0
NBT	0	1	0.00%	0	0	0	0	0	0	0	0	0
NBR	0		0.00%				0	0	0	0	0	0
SBL	306		73.38%				409.9372662	410	414	455.4	455.4	456
SBT	5	417	1.20%	1532	58	558.64	6.698321343	7	7	7.7	7	7
SBR	106		25.42%				142.0044125	143	237	260.7	260.7	261
EBL	0		0.00%				0	0	0	0	0	0
EBT	946	1604	58.98%	3876	51	1174.02	692.4083042	693	1113	1224.3	1224.3	1225
EBR	658		41.02%				481.6116958	482	623	685.3	685.3	686
WBL	305		37.10%				391.5576642	392	479	526.9	526.9	527
WBT	517	822	62.90%	3214	75	1055.28	663.7223358	664	606	666.6	664	664
WBR	0		0.00%				0	0	0	0	0	0
Total	2843											

INTID	12 SR-210 NB Ramps (NS)		5th Street (EW)									
NBL	203		29.94%				282.0023304	283	266	292.6	283	283
NBT	0	678	0.00%	3118	40	941.86	0	0	2	2.2	2.2	3
NBR	475		70.06%				659.8576696	660	576	633.6	660	660
SBL	0		0.00%				0	0	0	0	0	0
SBT	0	1	0.00%	0	0	0	0	0	0	0	0	0
SBR	0		0.00%				0	0	0	0	0	0
EBL	197		16.06%				202.201956	203	317	348.7	348.7	349
EBT	1030	1227	83.94%	3970	75	1259.4	1057.198044	1058	1195	1314.5	1314.5	1315
EBR	0		0.00%				0	0	0	0	0	0
WBL	0		0.00%				0	0	0	0	0	0
WBT	591	855	69.12%	2769	50	872.63	603.1863509	604	779	856.9	856.9	857
WBR	264		30.88%				269.4436491	270	414	455.4	455.4	456
Total	2760											

INTID	**13**	**SR-210 SB Ramps (NS)**	**San Bernardino Avenue (EW)**									
NBL	29		8.58%				21.50976331	22	31	34.1	34.1	35
NBT	49	338	14.50%	910	2	250.7	36.34408284	37	50	55	55	55
NBR	260		76.92%				192.8461538	193	279	306.9	306.9	307
SBL	160		27.59%				312.1296552	313	220	242	313	313
SBT	304	580	52.41%	3561	68	1131.47	593.0463448	594	334	367.4	594	594
SBR	116		20.00%				226.294	227	194	213.4	227	227
EBL	135		14.50%				115.3474221	116	176	193.6	193.6	194
EBT	711	931	76.37%	2761	20	795.47	607.4964232	608	863	949.3	949.3	950
EBR	85		9.13%				72.62615467	73	89	97.9	97.9	98
WBL	134		22.75%				196.9617997	197	168	184.8	197	197
WBT	324	589	55.01%	2475	79	865.75	476.2359932	477	387	425.7	477	477
WBR	131		22.24%				192.5522071	193	215	236.5	236.5	237
Total	2438											

INTID	**14**	**SR-210 NB Ramps (NS)**	**San Bernardino Avenue (EW)**									
NBL	77		12.83%				78.18066667	79	117	128.7	128.7	129
NBT	468	600	78.00%	1960	32	609.2	475.176	476	541	595.1	595.1	596
NBR	55		9.17%				55.84333333	56	68	74.8	74.8	75
SBL	251		57.31%				335.1193836	336	266	292.6	336	336
SBT	21	438	4.79%	1777	42	584.79	28.03787671	29	24	26.4	29	29
SBR	166		37.90%				221.6327397	222	184	202.4	222	222
EBL	434		38.54%				647.3846181	648	531	584.1	648	648
EBT	527	1126	46.80%	5656	61	1679.62	786.1098934	787	609	669.9	787	787
EBR	165		14.65%				246.1254885	247	171	188.1	247	247
WBL	35		6.28%				100.9212747	101	37	40.7	101	101
WBT	338	557	60.68%	5217	79	1606.09	974.611167	975	473	520.3	975	975
WBR	184		33.03%				530.5575583	531	258	283.8	531	531
Total	2721											