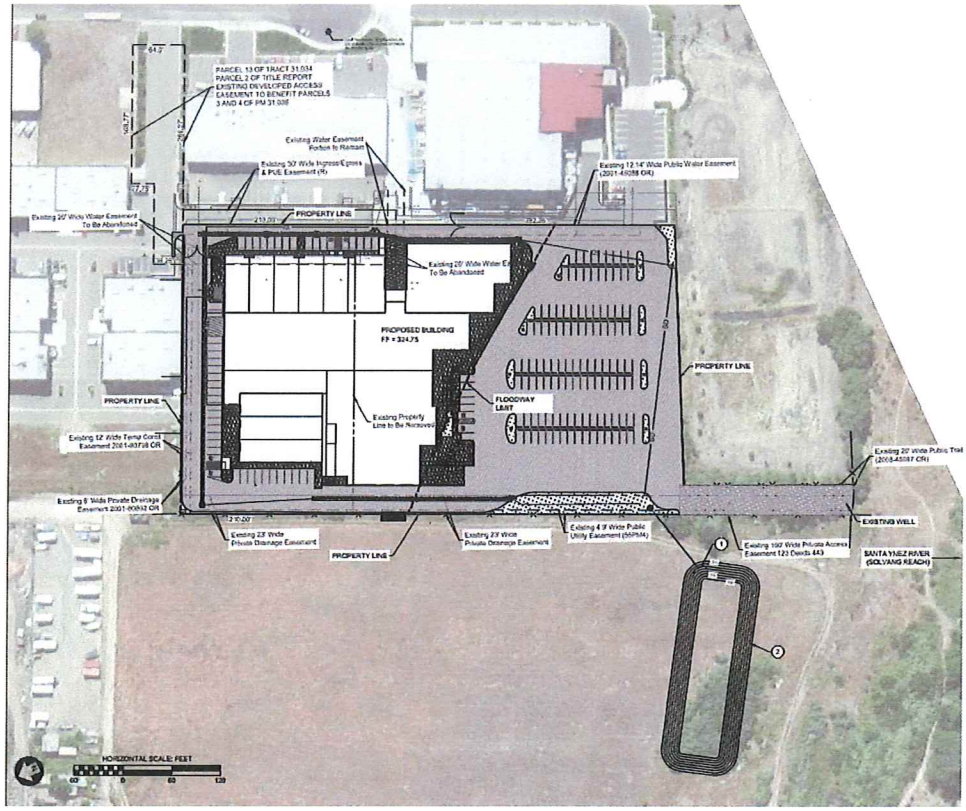
THE NETWORK PROJECT
BUELLTON, CALIFORNIA

TRAFFIC IMPACT STUDY



July 18, 2017

ATE # 17030

Prepared for:

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July 18, 2017 17030R02

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TRAFFIC IMPACT STUDY FOR THE NETWORK PROJECT, BUELLTON, CALIFORNIA

Associated Transportation Engineers (ATE) is pleased to submit the following traffic impact study for the Network Project. It is our understanding that the results of the study will be incorporated into the environmental documents being prepared by the City of Buellton.

We appreciate the opportunity to assist the City of Buellton with this project.

Associated Transportation Engineers

Richard L. Pool, PE
President

REGISTERED PROFESSIONAL ENGINEER
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CIVIL
STATE OF CALIFORNIA

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INTRODUCTION

The following study contains an analysis of the potential traffic and circulation impacts associated with The Network Project (the "Project") in the City of Buellton. The study examines Existing, Existing + Project, Cumulative, and Cumulative + Project conditions within the study-area and assesses potential traffic impacts associated with the Project. The study also reviews the site access and circulation plan.

PROJECT DESCRIPTION

As shown on Figure 1, the Project is located at the southwest terminus of Industrial Way in the City of Buellton, just west of the existing Terravant Wine building. The Project is proposing to develop a 74,300 SF light-industrial building on the 5-acre site. The Project site plan is illustrated on Figure 2. The property is designated as Industrial in the City's General Plan and the Project is consistent with the allowed industrial land uses. Regional access will be provided by US Highway 101 via the SR 246 interchange. Local access is provided via Industrial Way. The Project will share access from Industrial Way with the Terravant Wine building.

IMPACT THRESHOLDS

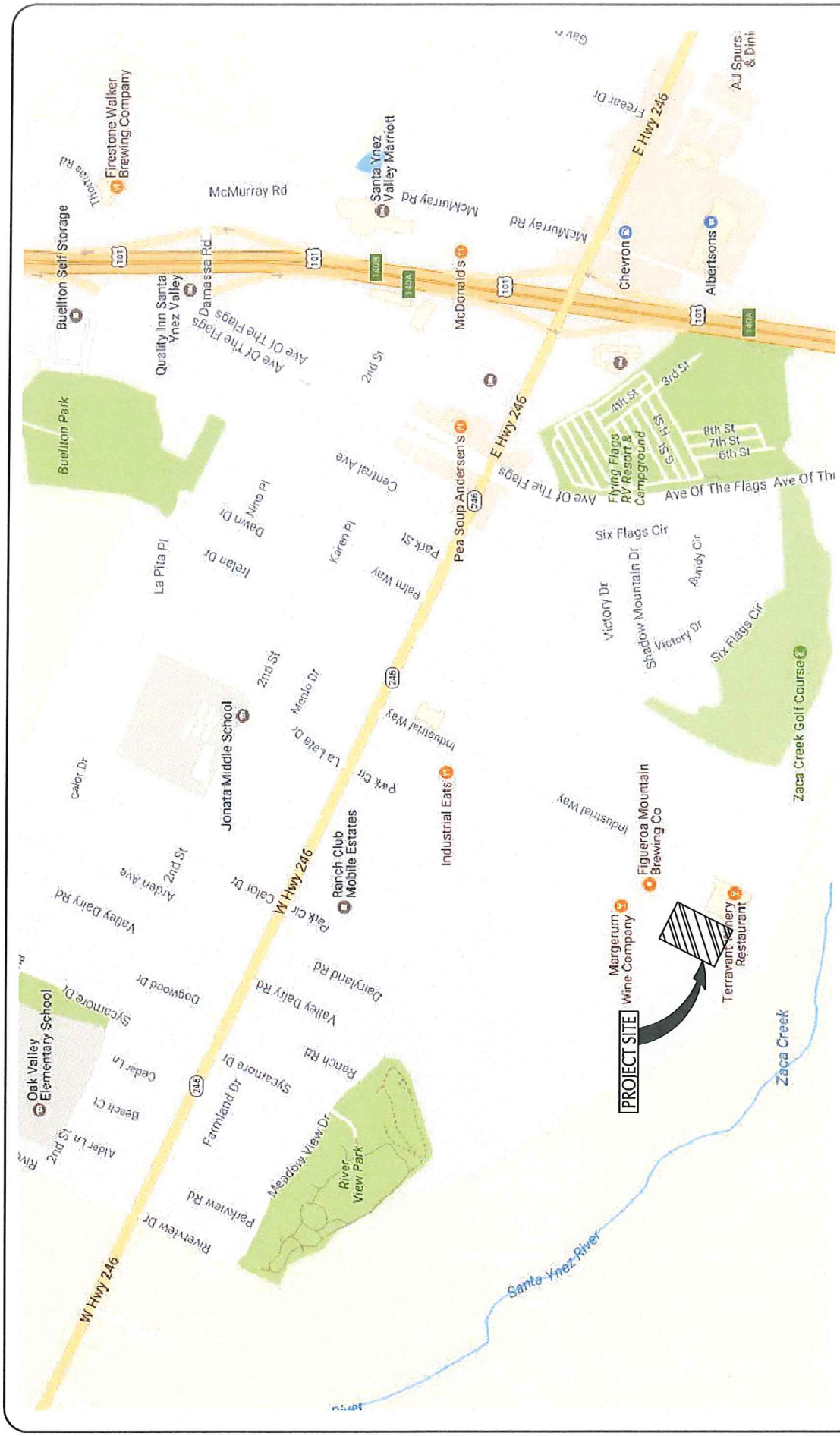
Because traffic flow on urban arterials is most constrained at intersections, detailed flow analyses focus on the operating conditions of critical intersections during peak travel periods. In rating intersection operations, "Levels of Service" (LOS) A through F are used. LOS A and LOS B represent primarily free-flow operations, LOS C represents stable conditions, LOS D nears unstable operations with restrictions on maneuverability within traffic streams, LOS E represents unstable operations with maneuverability very limited, and LOS F represents breakdown or forced flow conditions. The City of Buellton considers LOS C as the minimum standard for traffic operations on City roadways and intersections. LOS D is considered acceptable as an interim condition where programmatic implementation of transportation infrastructure improvements is planned to take place over a period that would return the level of service to an acceptable level.

EXISTING CONDITIONS

Existing Street Network

The circulation system is comprised of regional highways, arterials and collector streets, which are illustrated on Figure 1. The following text discusses the major roadways serving the site.

US Highway 101, located east of the Project, is a multi-lane highway serving the California coast between Los Angeles and San Francisco. US Highway 101 is 4-lanes wide in the City of Buellton and provides regional access to the Project.



N
NOT TO SCALE

FIGURE 1

EXISTING STREET NETWORK AND PROJECT SITE LOCATION

EKM - ATE#17030

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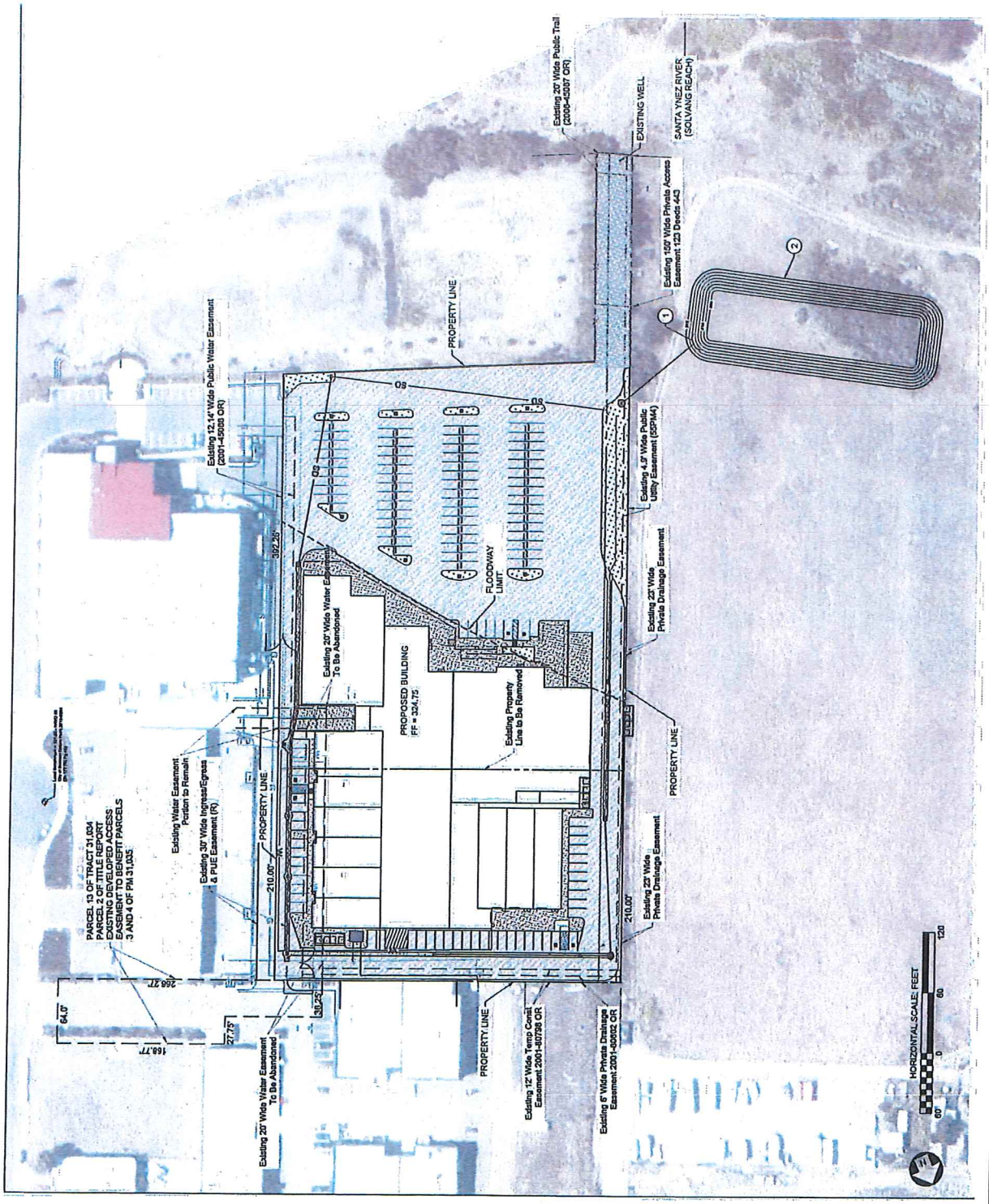


FIGURE 2

PROJECT SITE PLAN

EKM - ATE#17030

ASSOCIATED TRANSPORTATION ENGINEERS

SR 246, located north of the Project site, is an east-west state highway which extends from the Pacific Ocean west of Lompoc through Buellton, Solvang and Santa Ynez, to SR 154 on the east. SR 246 is a 4-lane arterial from the western Buellton city limit to Freear Drive near the Eastern city limit.

Avenue of Flags is a north-south arterial roadway which parallels the west side of US Highway 101. Avenue of Flags serves the business area of Buellton between the US 101 SB off-ramp and the Flying Flags RV Resort.

Industrial Way, located just east of the Project site is a north-south collector street which terminates approximately ¼ mile south of SR 246. Access to the Project is proposed via 2 driveways on Industrial Way that will serve the Project and the Terravant Wine building.

Sycamore Drive, located west of the Project site, is a north-south collector street which terminates approximately a quarter-mile north and south of SR 246.

Existing Intersection Operations

Existing lane geometries and traffic controls for the three study-area intersections are illustrated on Figure 3. Existing peak hour volumes were obtained for the study-area intersections from traffic count data collected by ATE in March of 2017. Existing peak hour volumes are illustrated on Figure 4. Existing levels of service were calculated for the study-area intersections using the Highway Capacity Manual (HCM)[1] methodologies, as required by the City of Buellton. Table 1 presents the existing intersection levels of service (LOS calculations contained tin Technical Appendix).

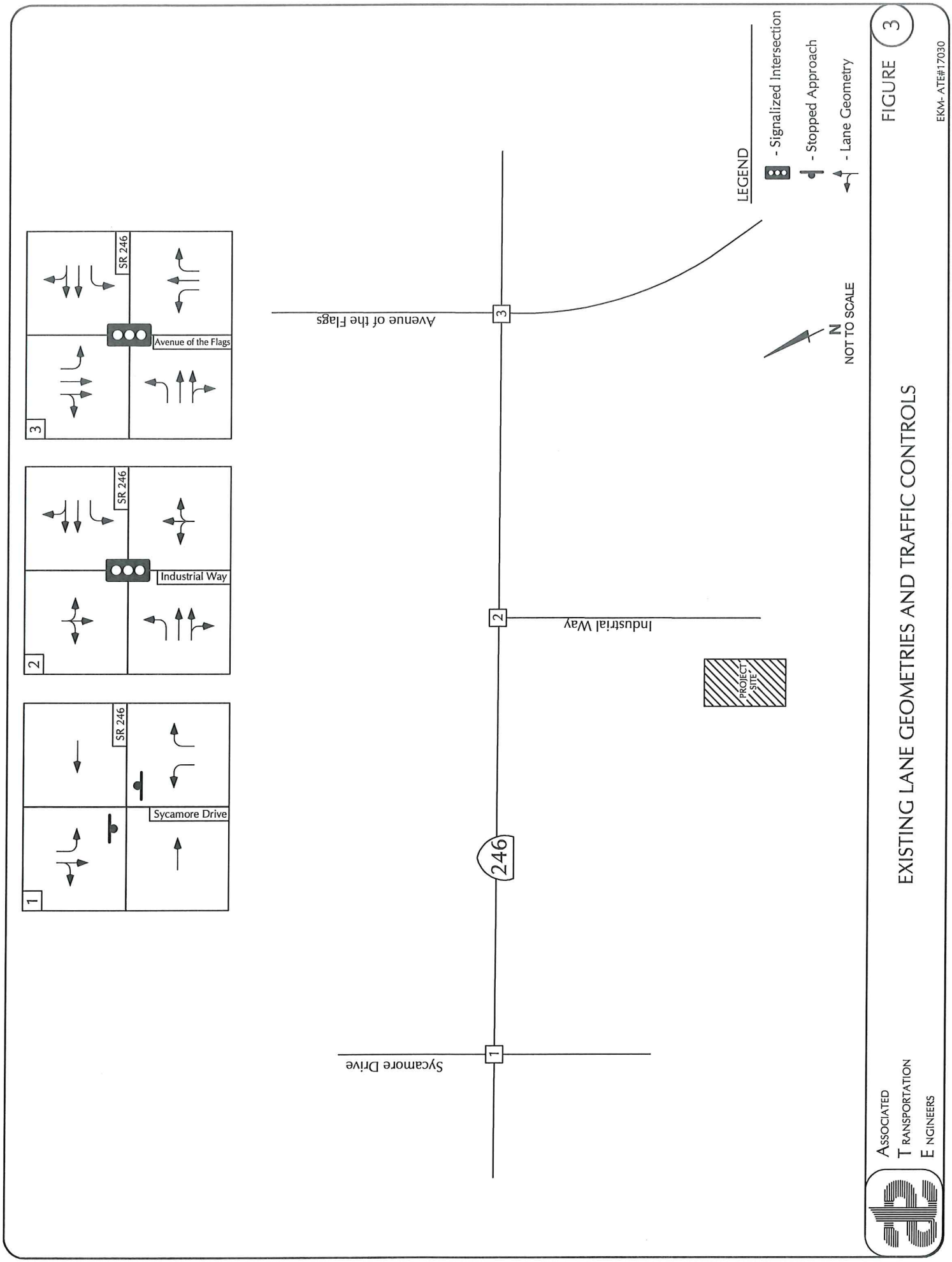
Table 1
Existing Levels of Service

Intersection	Control	Delay / LOS (a)	
		AM Peak	PM Peak
#1 - SR 246/Sycamore Drive	Unsignalized	11.0 Sec/LOS B	8.2 Sec/LOS A
#2 - SR 246/Industrial Way	Signal	20.8 Sec/LOS C	17.4 Sec/LOS B
#3 - SR 246/Avenue of Flags	Signal	27.4 Sec/LOS C	30.2 Sec/LOS C

(a) LOS based on average delay per vehicle in seconds pursuant to HCM procedures.

The data presented in Table 1 indicate that the study-area intersections currently operate at LOS C or better during the A.M. and P.M. peak hour periods, which meets the City's LOS C operating standard.

[1] Highway Capacity Manual, Transportation Research Board, 2010.


1
SR 246
Sycamore Drive
2
SR 246
Industrial Way
3
SR 246
Avenue of the Flags
Sycamore Drive
1
246
Industrial Way
2
Avenue of the Flags
3
PROJECT SITE
N
NOT TO SCALE
LEGEND
- Signalized Intersection
- Stopped Approach
- Lane Geometry
FIGURE 3
EKM- ATE#17030
EXISTING LANE GEOMETRIES AND TRAFFIC CONTROLS
Associated
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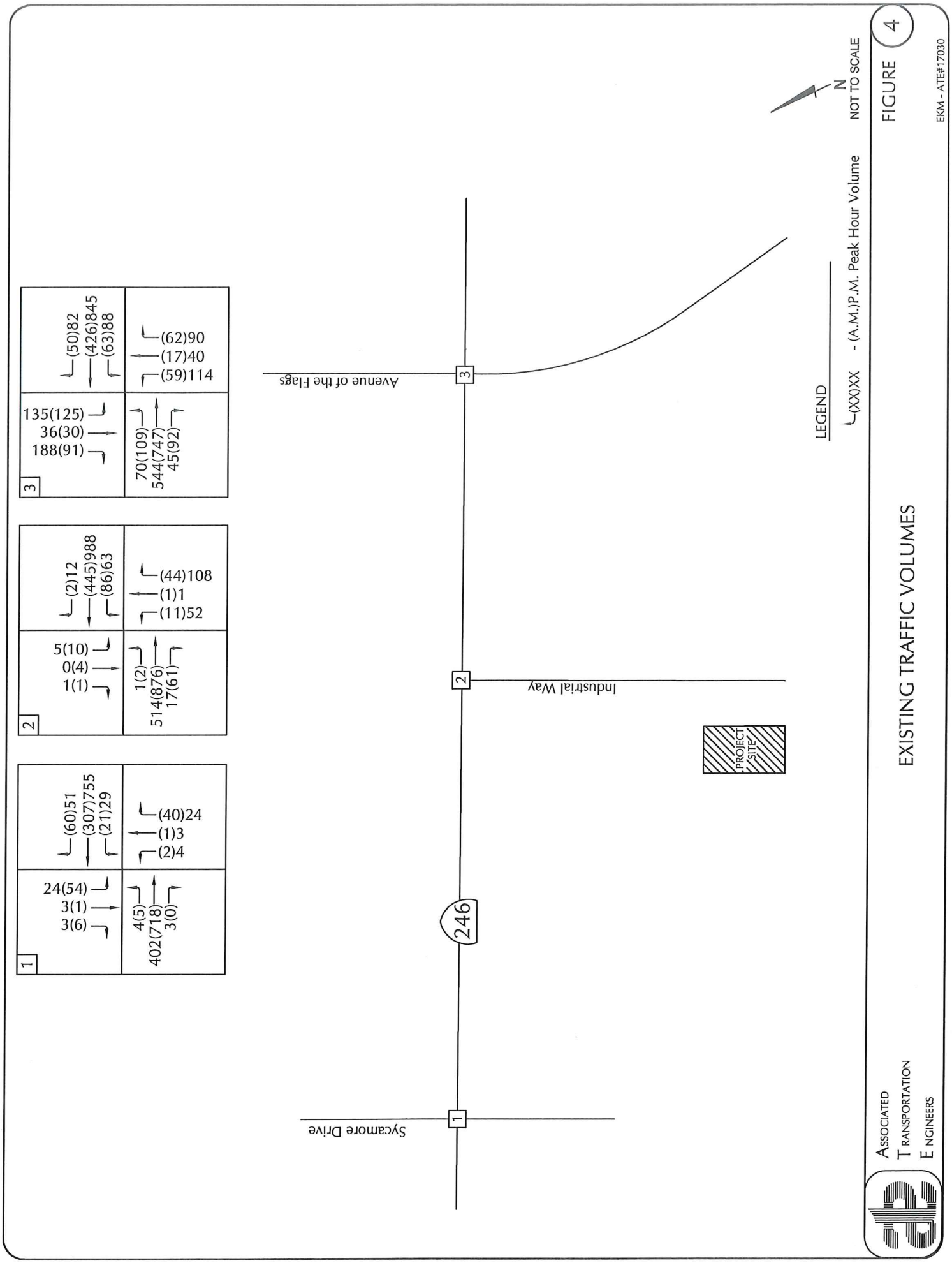

1
24(54)
3(1)
3(6)
(60)51
(307)755
(21)29
4(5)
402(718)
3(0)
(40)24
(1)3
(2)4
2
5(10)
0(4)
1(1)
(2)12
(445)988
(86)63
1(2)
514(876)
17(61)
(44)108
(1)1
(11)52
3
135(125)
36(30)
188(91)
(50)82
(426)845
(63)88
70(109)
544(747)
45(92)
(62)90
(17)40
(59)114
Avenue of the Flags
3
Industrial Way
2
246
Sycamore Drive
1
PROJECT SITE
LEGEND
(XX)XX - (A.M.)P.M. Peak Hour Volume
N
NOT TO SCALE
FIGURE 4
EKM - ATE#17030
EXISTING TRAFFIC VOLUMES
Associated
Transportation
Engineers

PROJECT SPECIFIC ANALYSIS

Project Trip Generation

Trip generation estimates were developed for the Project using rates presented in the Institute of Transportation Engineers (ITE) Trip Generation manual for General Light Industrial (Land-Use #110).[2] Table 2 presents trip generation estimates for the Project.

Table 2
Project Trip Generation

Land Use	Size	ADT		AM Peak Hour		PM Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Light Industrial	74,300	6.97	518	0.92	68	0.97	72

As shown in Table 2, the Project is forecast to generate 518 average daily trips, 68 AM peak hour trips, and 72 PM peak hour trips.

Project Trip Distribution

Table 3 shows the trip distribution pattern developed for the Project. The trip distribution pattern was developed based on existing traffic flows and the surrounding land uses in the area. Figure 5 shows the trip distribution pattern and the assignment of trips generated by the Project.

Table 3
Project Trip Distribution Percentages

Origin/Destination	Direction	Percentage
SR 246	East	35%
	West	35%
Avenue of the Flags	North	20%
	South	10%
Total		**100%**

2 Trip Generation, Institute of Transportation Engineers, 9th Edition, 2012.

Intersection Operations

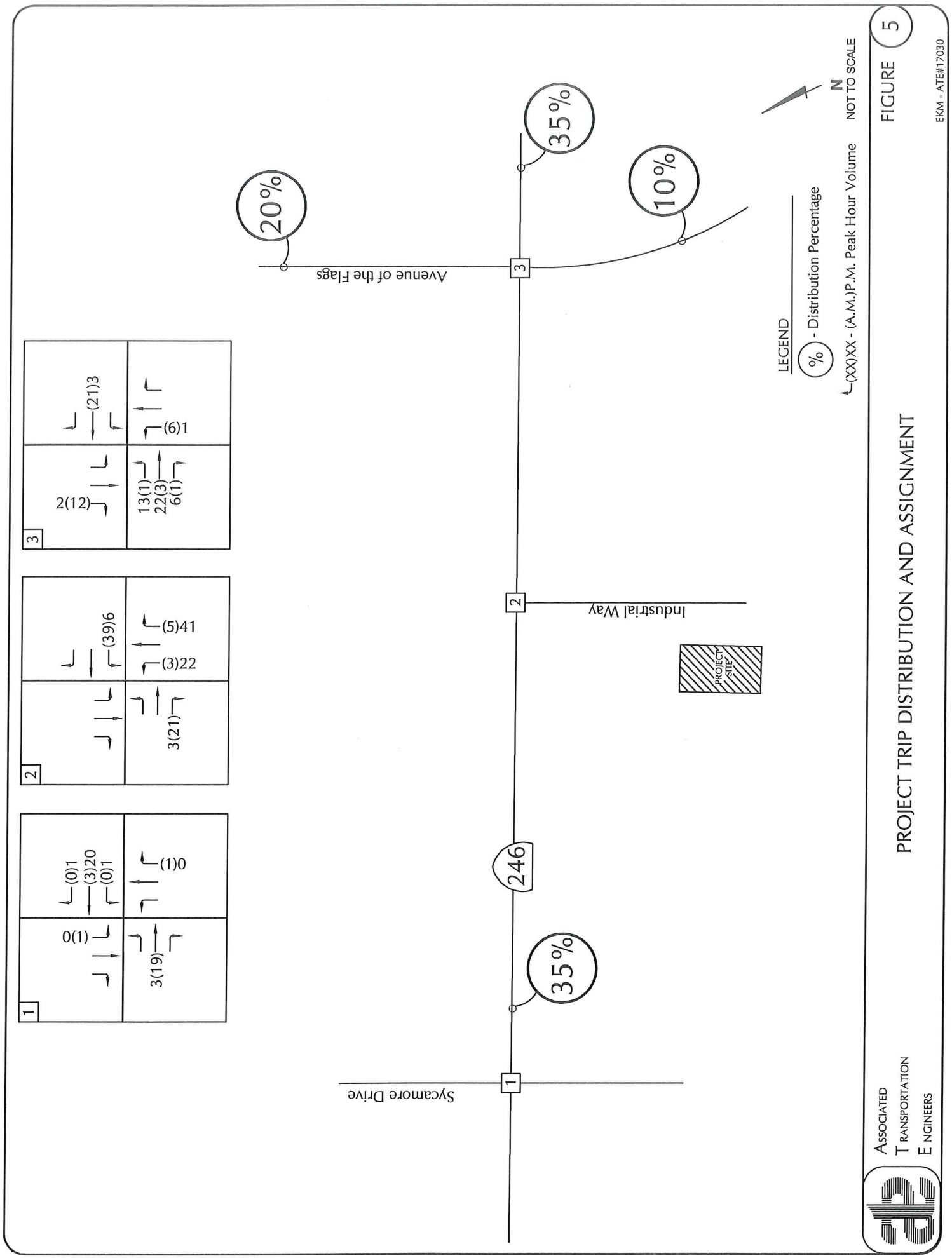
Levels of service were calculated for the study-area intersections based on the Existing + Project volumes shown on Figure 6. Table 4 lists the Existing + Project levels of service for the study-area intersections.

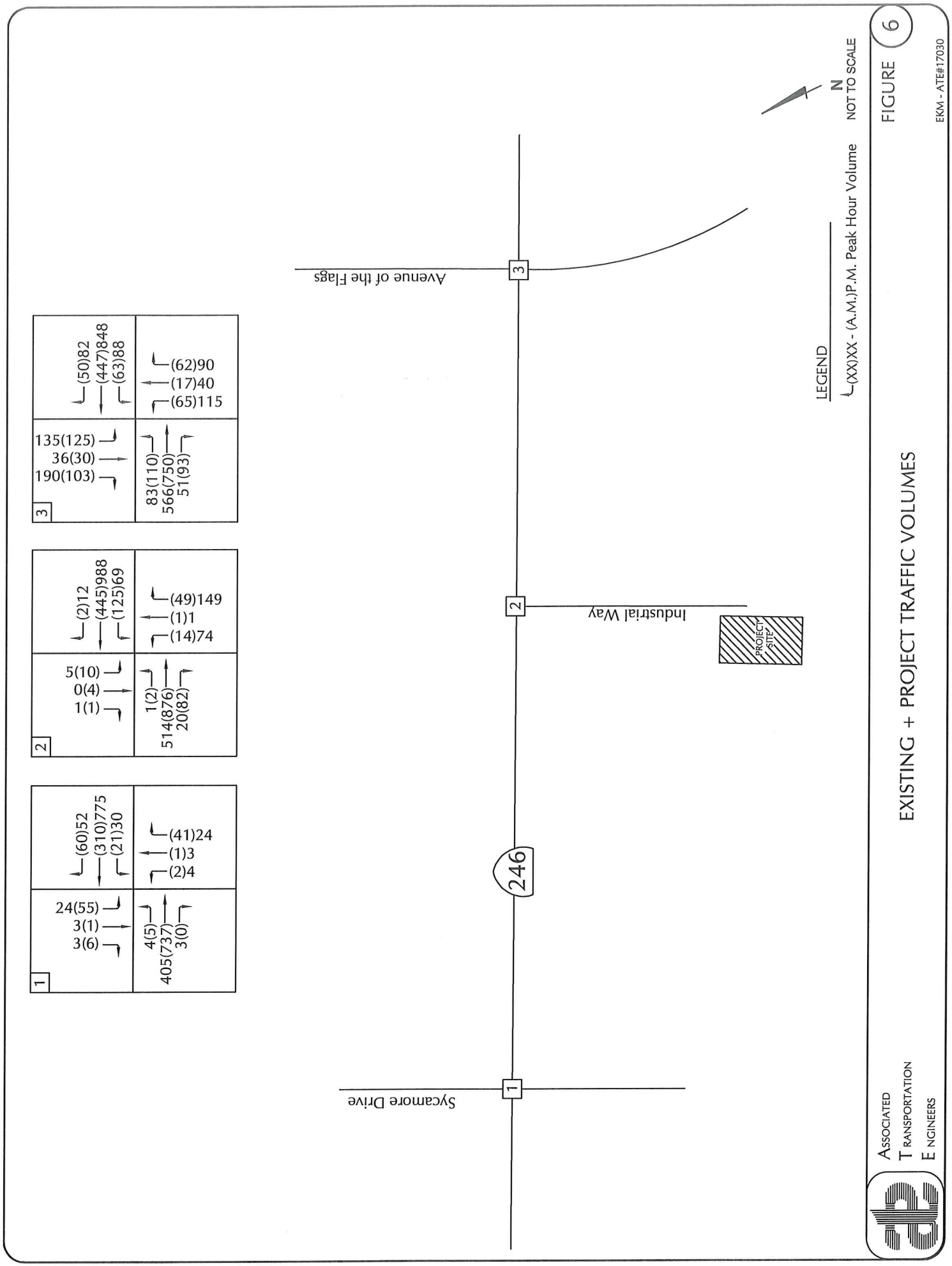
Table 4
Existing + Project Levels of Service

Intersection	Delay / LOS (a)			
	AM Peak Hour		PM Peak Hour	
	Existing	Existing + Project	Existing	Existing + Project
#1 - SR 246/Sycamore Drive	11.0 Sec/LOS B	11.2 Sec./LOS B	8.2 Sec/LOS A	8.3 Sec./LOS A
#2 - SR 246/Industrial Way	20.8 Sec/LOS C	24.8 Sec./LOS C	17.4 Sec/LOS B	17.5 Sec./LOS B
#3 - SR 246/Avenue of Flags	27.4 Sec/LOS C	27.6 Sec./LOS C	30.2 Sec/LOS C	30.8 Sec./LOS C

(a) LOS based on average delay per vehicle in seconds pursuant to HCM procedures.

The data presented in Table 4 indicate that the study-area intersections will continue to operate at LOS C or better with Existing + Project traffic, which meets the City's LOS C standards. Based on the City's impact threshold criteria, the Project would not generate significant impacts at the study-area intersections.


Avenue of the Flags
Industrial Way
Sycamore Drive
20%
35%
10%
35%
246
PROJECT SITE
1
2
3
0(1)
(0)1
(3)20
(0)1
3(19)
(1)0
(39)6
(5)41
(3)22
3(21)
2(12)
(21)3
13(1)
22(3)
6(1)
(6)1
LEGEND
% - Distribution Percentage
(XX)XX - (A.M.)P.M. Peak Hour Volume
N
NOT TO SCALE
FIGURE 5
EKM - ATE#17030
PROJECT TRIP DISTRIBUTION AND ASSIGNMENT
Associated Transportation Engineers


1
24(55)
3(1)
3(6)
(60)52
(310)775
(21)30
4(5)
405(737)
3(0)
(41)24
(1)3
(2)4
2
5(10)
0(4)
1(1)
(2)12
(445)988
(125)69
1(2)
514(876)
20(82)
(49)149
(1)1
(14)74
3
135(125)
36(30)
190(103)
(50)82
(447)848
(63)88
83(110)
566(750)
51(93)
(62)90
(17)40
(65)115
Sycamore Drive
1
246
Industrial Way
2
PROJECT SITE
Avenue of the Flags
3
LEGEND
(XX)XX - (A.M.)P.M. Peak Hour Volume
N
NOT TO SCALE
FIGURE 6
EXISTING + PROJECT TRAFFIC VOLUMES
ASSOCIATED TRANSPORTATION ENGINEERS
EKM - ATE#17030

CUMULATIVE ANALYSIS

Traffic Forecasts

Cumulative traffic volumes were forecast for the study-area intersections assuming development of the approved and pending projects proposed within the City of Buellton (a copy of the March 2017 list summarizing the approved and pending projects is contained the Technical Appendix for reference). Trip generation estimates were developed for the cumulative projects using the rates presented in the ITE Trip Generation Report. Cumulative traffic volumes are shown on Figure 7 and Cumulative + Project volumes are shown on Figure 8.

Intersection Operations

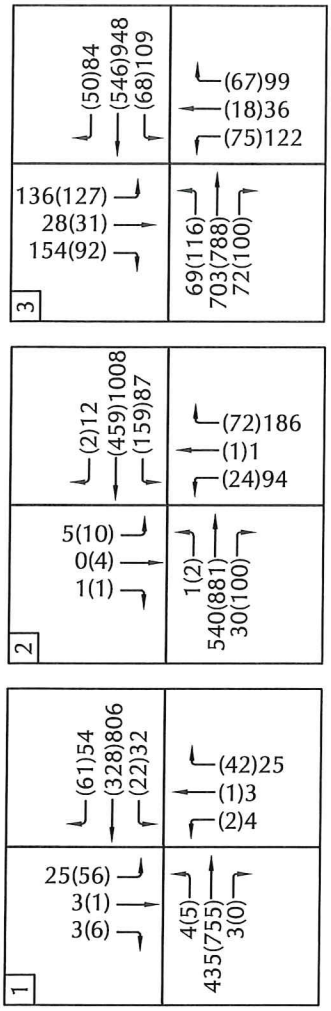
Table 5 compares the Cumulative and Cumulative + Project levels of service for the study-area intersections.

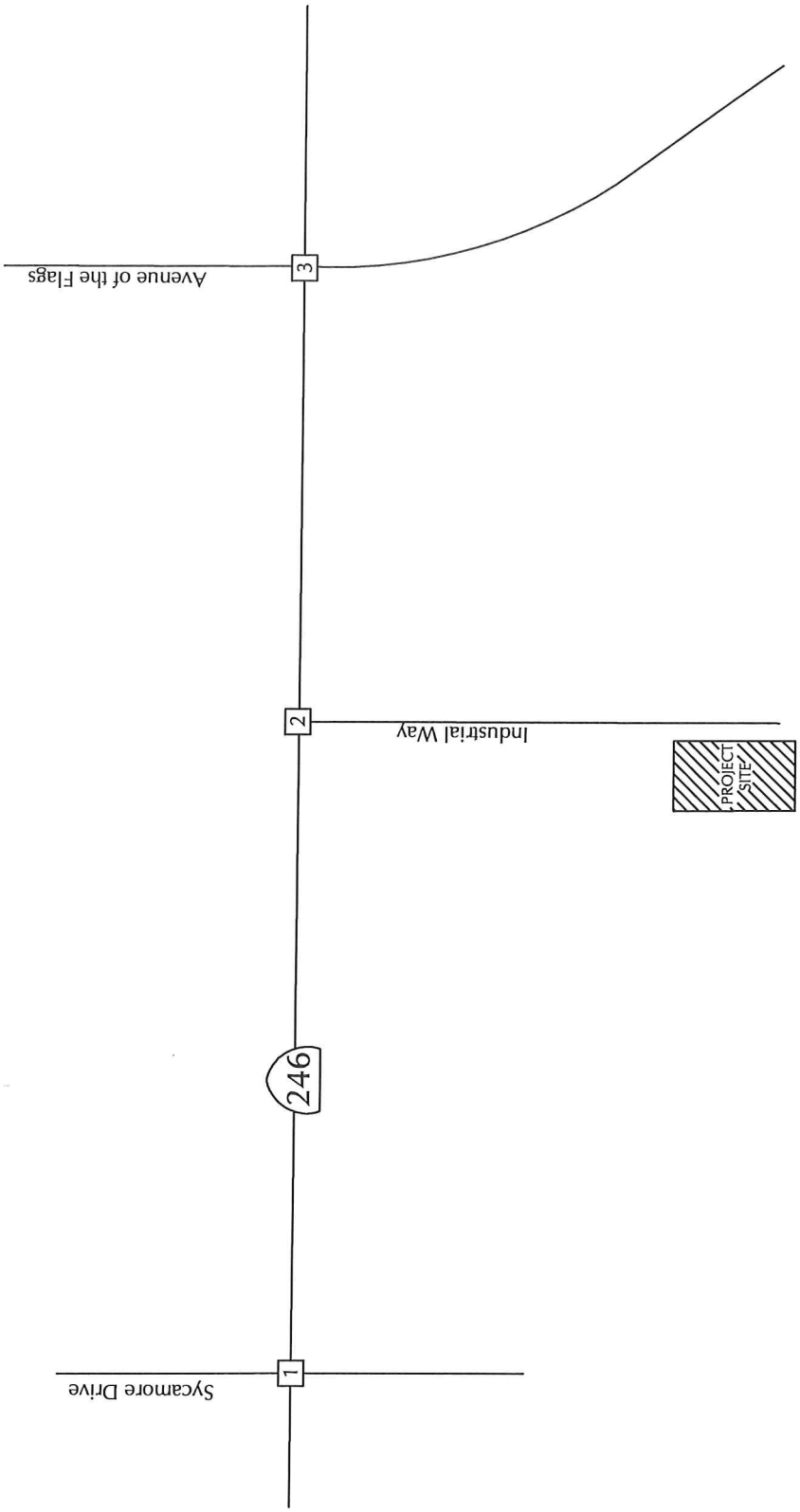
Table 5
Cumulative + Project Levels of Service

Intersection	Delay / LOS (a)			
	AM Peak Hour		PM Peak Hour	
	Cumulative	Cumulative + Project	Cumulative	Cumulative + Project
#1 - SR 246/Sycamore Drive	11.4 Sec./LOS B	11.5 Sec./LOS B	8.3 Sec./LOS A	8.3 Sec./LOS A
#2 - SR 246/Industrial Way	30.6 Sec./LOS C	30.8 Sec./LOS C	18.0 Sec./LOS B	23.0 Sec./LOS C
#3 - SR 246/Avenue of Flags	27.7 Sec./LOS C	27.9 Sec./LOS C	32.2 Sec./LOS C	33.3 Sec./LOS C

(a) LOS based on average delay per vehicle in seconds pursuant to HCM procedures.

The data presented in Table 5 indicate that the study-area intersections are forecast to operate at LOS C or better with Cumulative and Cumulative + Project Traffic, which meets the City's LOS C standard. Based on the City's impact threshold criteria, the Project would not contribute to cumulative impacts at the study-area intersections.





LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume

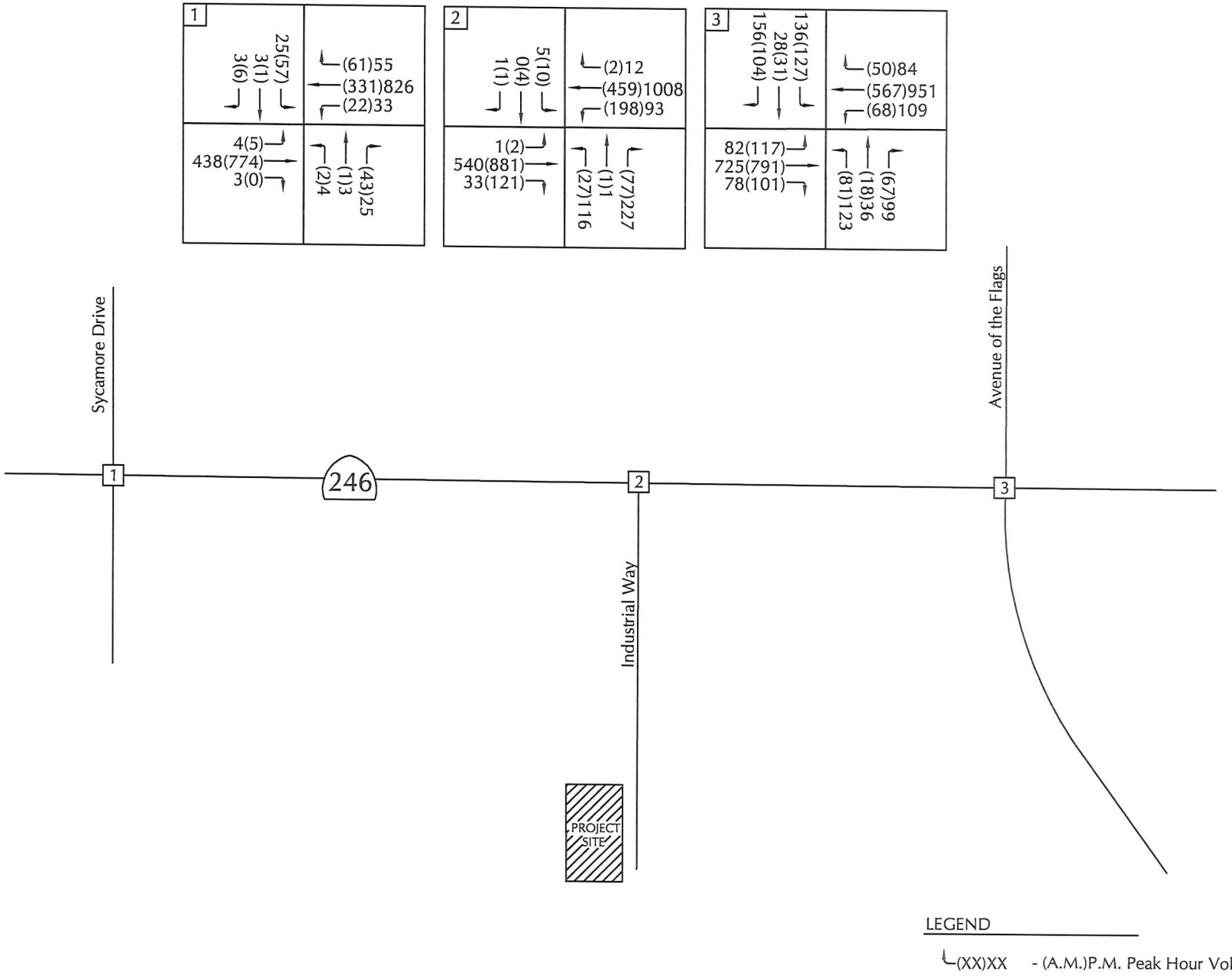
N NOT TO SCALE

FIGURE 7

CUMULATIVE TRAFFIC VOLUMES

EKM - ATE#17030

Associated Transportation Engineers



LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume

N
NOT TO SCALE

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CUMULATIVE + PROJECT TRAFFIC VOLUMES

FIGURE 8

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SITE ACCESS AND CIRCULATION

Primary Access Driveway

Access is proposed via three driveways with two access easements as shown in Figure 9. The Project will share access with the Terravant Wine building and the Ascendant Spirits building located just east of the Project site. Primary access to the Project is proposed via a shared driveway on Industrial Way located on the north side of the Ascendant Spirits building (see image to the right). This connection also provides access to the Figueroa Mountain Brewing Company on the north side or the road. Secondary access is proposed via a second driveway located between the Terravant Wine building and the Ascendant Spirits building. A third driveway located south of the Terravant Wine building would be controlled by a fence and a gate and used for emergency access only.

The Project is forecast to generate 518 average daily trips which would use the two shared access connections. Given the low volume of traffic on the existing circulation system, the additional traffic generated by the Project would be accommodated by the proposed access easements. It is recommended that lane striping and a stop sign be installed at the primary access connection adjacent to the Project's driveway to better organize the intersection, as show on Figure 10.

Pedestrian and Bicycle Facilities

There are existing pedestrian sidewalks along both sides of Industrial Way from SR 246 and its terminus. Pedestrian sidewalks are also provided on both sides of State Route 246 between Avenue of Flags and Sycamore Drive. The City of Buellton's bicycle and pedestrian master plan proposes Class II bicycle routes for State Route 246 and Class III bicycle routes for Industrial Way. These facilities will be able to accommodate pedestrian and bicycle traffic generated by the Project.

CONGESTION MANAGEMENT PROGRAM ANALYSIS

Impact Criteria

The Santa Barbara County Association of Governments (SBCAG) has developed a set of traffic impact thresholds to assess the impacts of land use decisions made by local jurisdictions on regional transportation facilities located within the Congestion Management Program (CMP) roadway system. The following guidelines were developed by SBCAG to determine the significance of project-generated traffic impacts on the regional CMP system.

1. For any roadway or intersection operating at "Level of Service" (LOS) A or B, a decrease of two levels of service resulting from the addition of project-generated traffic.

2. For any roadway or intersection operating at LOS C, project-added traffic that results in LOS D or worse.

3. For intersections within the CMP system with existing congestion, the following table defines significant impacts.

Level of Service	Project-Added Peak Hour Trips
LOS D	20
LOS E	10
LOS F	10

4. For freeway or highway segments with existing congestion, the following table defines significant impacts.

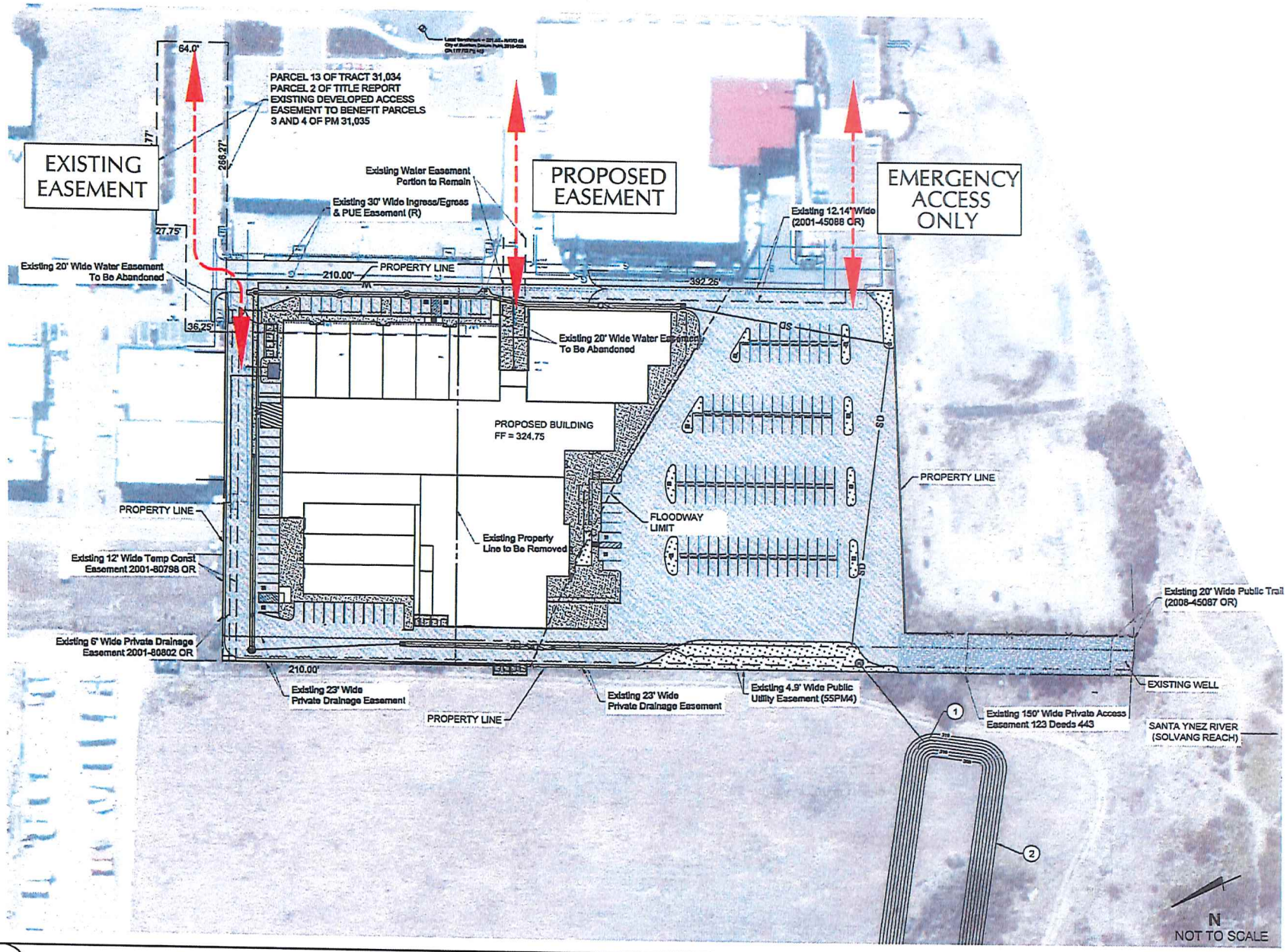
Level of Service	Project-Added Peak Hour Trips
LOS D	100
LOS E	50
LOS F	50

Potential Intersection Impacts

The traffic analysis found that the intersections along SR 246 are forecast to operate at LOS C or better under Existing + Project and Cumulative + Project traffic conditions. These operations are acceptable based on the CMP standards. Therefore, the Network Project would not impact the CMP intersections in the study-area.

Potential Freeway Impacts

The Network Project would add less than 100 peak hour trips to U.S. Highway 101 north and south of SR 246. Based on CMP criteria, the project would not significantly impact the freeway segments within the study-area.



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SITE ACCESS AND CIRCULATION

FIGURE 9

EKM - ATE#17030

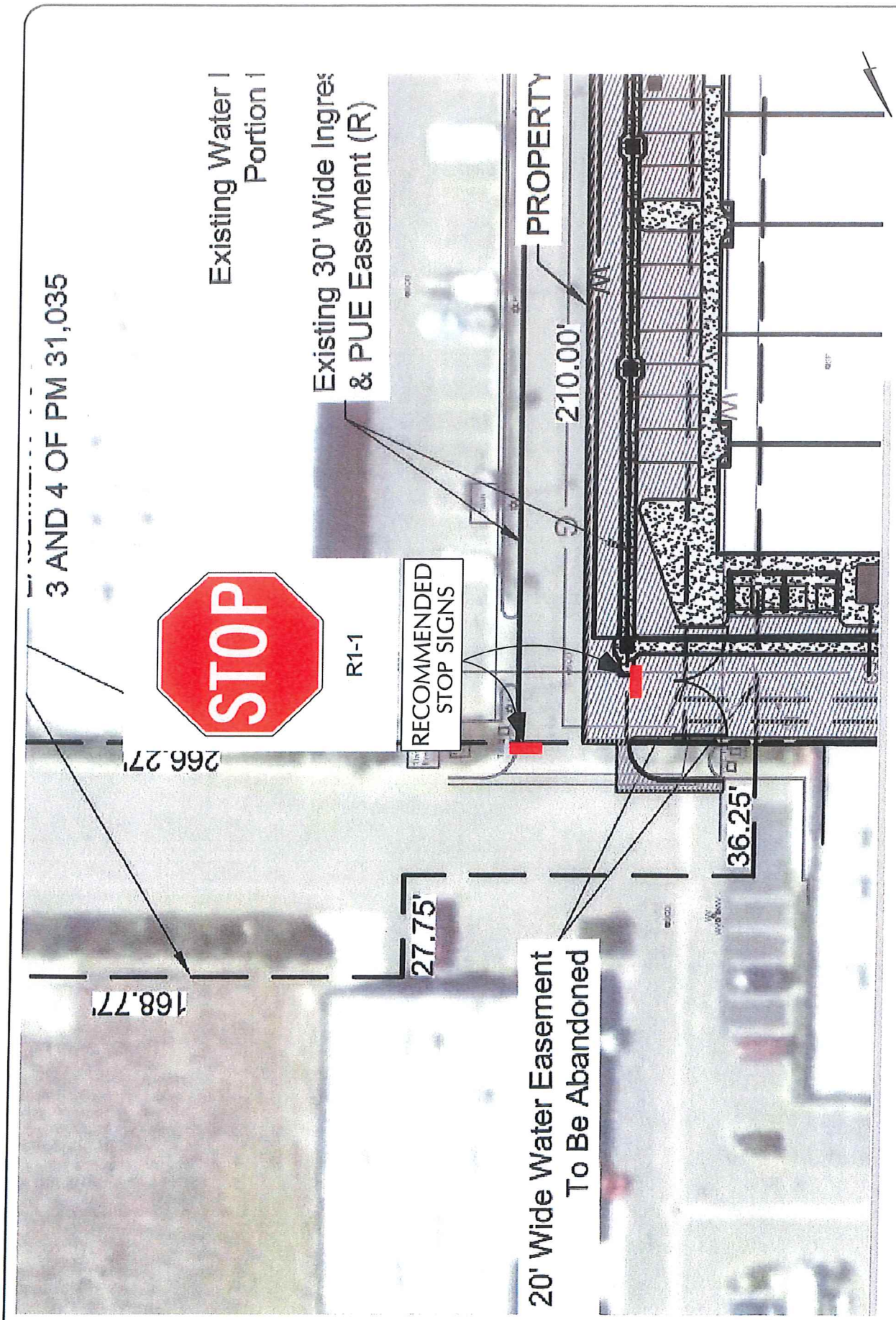

FIGURE 10

DRIVEWAY ACCESS IMPROVEMENTS

ASSOCIATED TRANSPORTATION ENGINEERS

EKM - ATE#17030

STUDY PARTICIPANTS AND REFERENCES

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Dan Dawson, PTP, Supervising Transportation Planner
Erica Monson, Transportation Planner I

Persons Contacted

Irma Tucker, Planner, City of Buellton
Andrea Olson Keefer, Assistant Planner, City of Buellton

References

City of Buellton General Plan, City of Buellton, December 2008.

Highway Capacity Manual, Transportation Research Board, 2010.

Trip Generation, Institute of Transportation Engineers, 9th Edition, 2012.

Bicycle and Pedestrian Master Plan Final, City of Buellton, 2012.

TECHNICAL APPENDIX

CONTENTS:

LEVEL OF SERVICE DEFINITIONS

TRAFFIC COUNT DATA

PROJECT TRIP GENERATION CALCULATIONS

CUMULATIVE PROJECT LIST

CUMULATIVE TRIP GENERATION WORKSHEET

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1	SR 246/Sycamore Drive
Reference 2	SR 246/Industrial Road
Reference 3	SR 246/Avenue of the Flags

LEVEL OF SERVICE DEFINITIONS

Signalized Intersection Level of Service Definitions

LOS	Delay (a)	V/C Ratio	Definition
A	< 10.0	< 0.60	Progression is extremely favorable. Most vehicles arrive during the green phase. Many vehicles do not stop at all.
B	10.1 - 20.0	0.61 - 0.70	Good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
C	20.1 - 35.0	0.71 - 0.80	Only fair progression, longer cycle lengths, or both, result in higher cycle lengths. Cycle lengths may fail to serve queued vehicles, and overflow occurs. Number of vehicles stopped is significant, though many still pass through intersection without stopping.
D	35.1 - 55.0	0.81 - 0.90	Congestion becomes more noticeable. Unfavorable progression, long cycle lengths and high v/c ratios result in longer delays. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	55.1 - 80.0	0.91 - 1.00	High delay values indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent
F	> 80.0	> 1.00	Considered unacceptable for most drivers, this level occurs when arrival flow rates exceed the capacity of lane groups, resulting in many individual cycle failures. Poor progression and long cycle lengths may also contribute to high delay levels.

(a) Average control delay per vehicle in seconds.

Unsignalized Intersection Level of Service Definitions

The HCM[1] uses *control delay* to determine the level of service at unsignalized intersections. Control delay is the difference between the travel time actually experienced at the control device and the travel time that would occur in the absence of the traffic control device. Control delay includes deceleration from free flow speed, queue move-up time, stopped delay and acceleration back to free flow speed.

LOS	Control Delay Seconds per Vehicle
A	< 10.0
B	10.1 - 15.0
C	15.1 - 25.0
D	25.1 - 35.0
E	35.1 - 50.0
F	> 50.0

[1] Highway Capacity Manual, National Research Board, 2010

TRAFFIC COUNT DATA

ITM Peak Hour Summary

Prepared by:

NDS

National Data & Surveying Services

Ave Of Flags and SR 246 , Buellton

Date: 3/2/2017

Day: Thursday

Project #: 17-8023-008

City: Buellton

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	415 PM

Peak Hour Summary

Southbound Approach (Ave Of Flags)

Lanes	0	2.5	1		
AM	91	30	125	176	AM
NOON	0	0	0	0	NOON
PM	188	36	135	192	PM

Eastbound Approach (SR 246)

Lanes	AM	NOON	PM
	576	0	1147
1	109	0	70
2	747	0	544
0	92	0	45

Westbound Approach

Lanes	AM	NOON	PM
0	50	0	82
2	426	0	845
1	63	0	88
	934	0	769

Northbound Approach

AM	185	59	17	62	AM
NOON	0	0	0	0	NOON
PM	169	114	40	90	PM
Lanes		1	1	1	

CONTROL: Signalised

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
AM	246	176	AM
NOON	0	0	NOON
PM	359	192	PM

West Leg	AM	NOON	PM
	576	0	1147
	948	0	659

East Leg	AM	NOON	PM
	539	0	1015
	934	0	769

South Leg		
AM	185	138
NOON	0	0
PM	169	244

Total Volume Per Leg

North Leg	
422	AM
0	NOON
551	PM

West Leg	AM	NOON	PM
	1524	0	1806

East Leg	AM	NOON	PM
	1473	0	1784

South Leg	
AM	323
NOON	0
PM	413

ITM Peak Hour Summary

Prepared by:

NDS

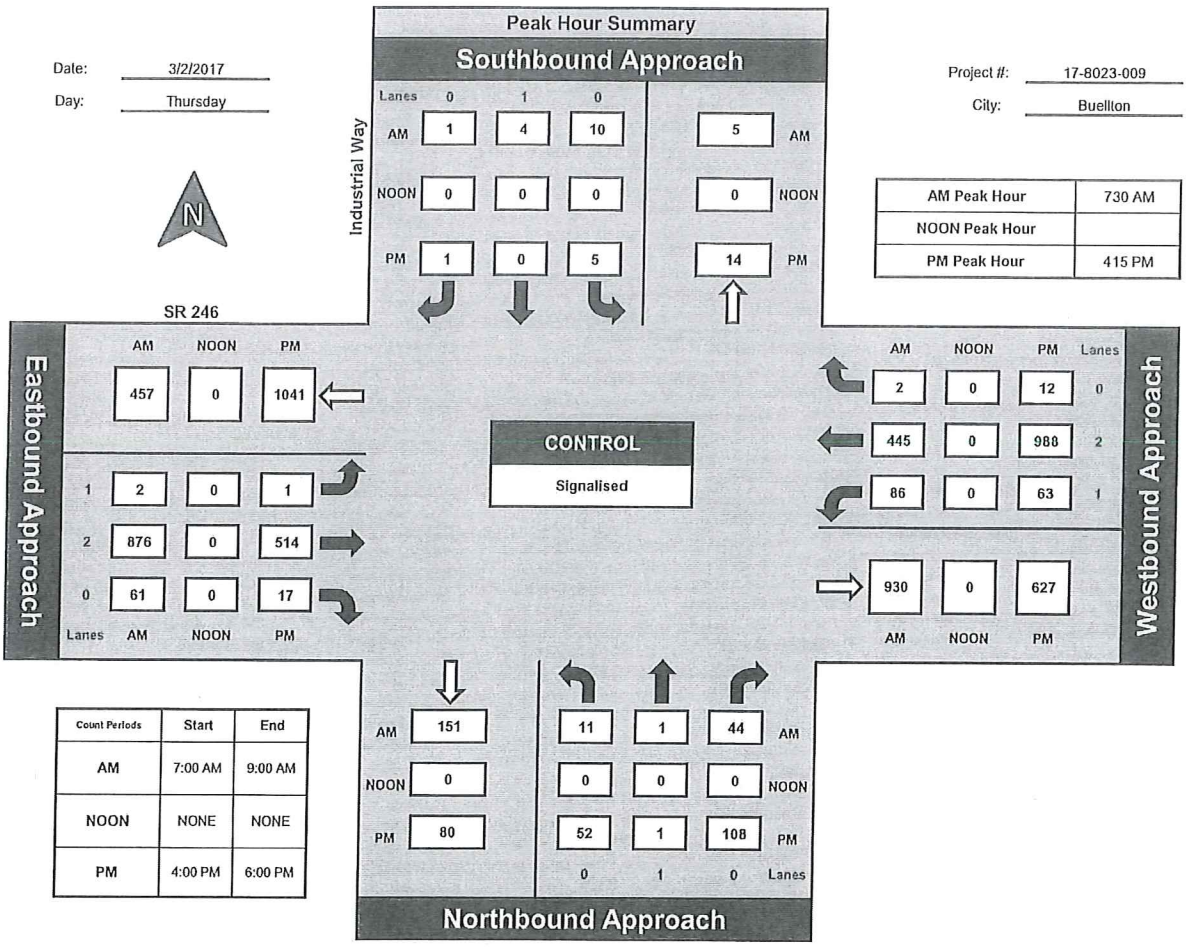
National Data & Surveying Services

Industrial Way and SR 246 , Buellton

Date:	3/2/2017
Day:	Thursday

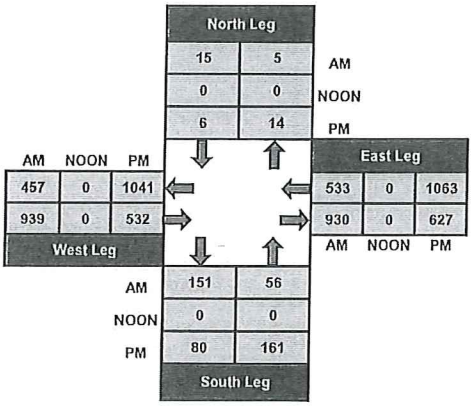
Project #:	17-8023-009
City:	Buellton

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	415 PM

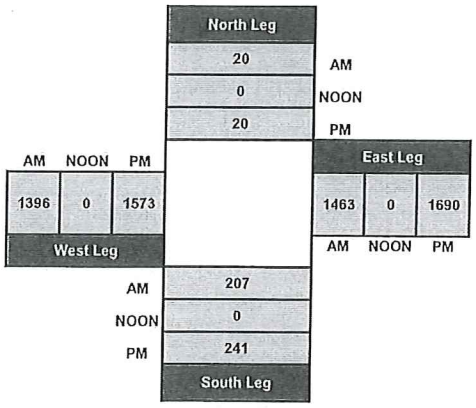


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:
Associated Transportation Engineers
100 N. Hope Avenue, Suite 4
Santa Barabara, CA 93110

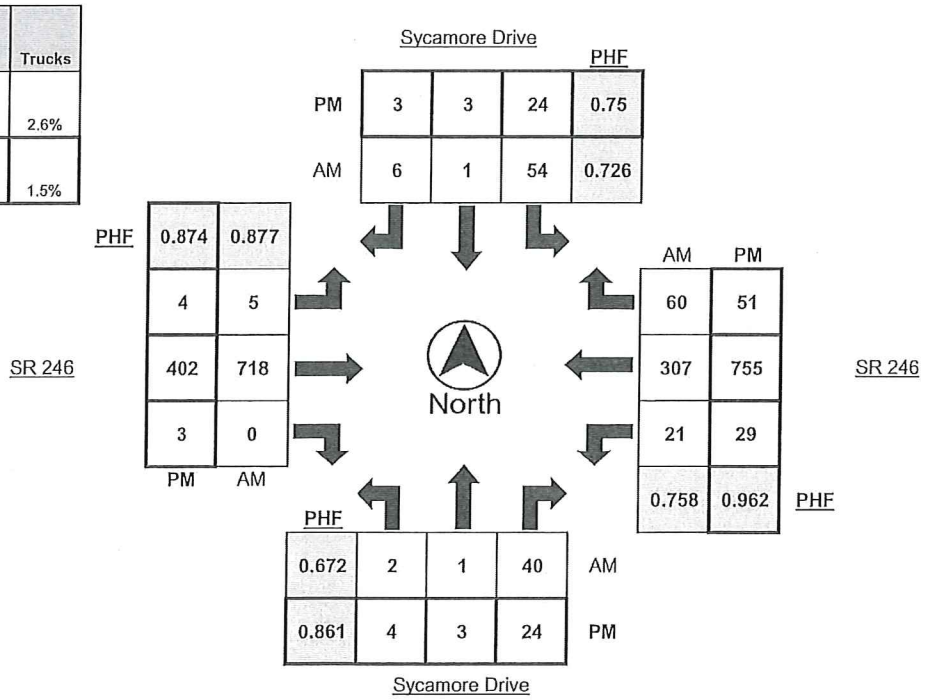
LOCATION	SR 264 @ Sycamore Drive	LATITUDE	34.618170°
COUNTY	Santa Barbara	LONGITUDE	-120.205840°
COLLECTION DATE	Thursday, March 30, 2017	WEATHER	Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	1	1	8	0	12	1	0	0	1	140	0	2	1	73	3	2
7:15 AM - 7:30 AM	0	0	16	1	10	1	2	2	0	182	0	1	6	80	4	3
7:30 AM - 7:45 AM	1	0	8	1	11	0	1	1	1	205	0	4	6	66	9	4
7:45 AM - 8:00 AM	1	0	7	0	13	0	2	0	3	144	0	5	3	75	11	0
8:00 AM - 8:15 AM	0	1	9	1	20	0	1	1	1	187	0	4	6	86	36	4
8:15 AM - 8:30 AM	1	1	8	1	12	1	2	0	2	178	1	6	1	60	6	6
8:30 AM - 8:45 AM	0	0	6	0	4	0	1	0	3	131	0	3	5	49	3	3
8:45 AM - 9:00 AM	0	0	6	1	6	1	1	1	0	96	0	6	1	57	3	5
TOTAL	4	3	68	5	88	4	10	5	11	1263	1	31	29	546	75	27

	Northbound				Southbound				Eastbound				Westbound			
Time	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	2	0	8	1	10	0	0	0	0	95	0	6	5	170	6	2
4:15 PM - 4:30 PM	0	2	7	1	5	0	0	0	2	114	1	4	6	199	11	4
4:30 PM - 4:45 PM	0	1	5	0	6	3	0	0	1	105	0	3	10	197	10	1
4:45 PM - 5:00 PM	2	0	7	0	7	0	3	1	0	82	1	2	7	174	11	0
5:00 PM - 5:15 PM	2	0	5	1	6	0	0	0	1	101	1	3	6	185	19	0
5:15 PM - 5:30 PM	1	0	5	0	5	0	1	1	1	118	0	1	14	164	14	0
5:30 PM - 5:45 PM	0	2	7	1	7	1	0	0	0	75	0	1	10	159	19	2
5:45 PM - 6:00 PM	0	1	4	0	8	0	0	0	0	75	0	0	5	124	21	2
TOTAL	7	6	48	4	54	4	4	2	5	765	3	20	63	1372	111	11

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:15 AM - 8:15 AM	2	1	40	3	54	1	6	4	5	718	0	14	21	307	60	11
4:15 PM - 5:15 PM	4	3	24	2	24	3	3	1	4	402	3	12	29	755	51	5

	PHF	Trucks
AM	0.875	2.6%
PM	0.940	1.5%



PROJECT TRIP GENERATION CALCULATIONS

Associated Transportation Engineers
Trip Generation Worksheet

THE NETWORK (#17030)															
Land-Use	Size	ADT		A.M.						P.M.					
		Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
LIGHT INDUSTRIAL	74,300	6.97	518	0.92	68	88%	60	12%	8	0.97	72	12%	9	88%	63
TOTAL PROJECT TRIPS:			518		68		60		8		72		9		63

(a) Trip generation derived from ITE rates for General Light Industrial (#110)

CUMULATIVE PROJECT LIST

APPROVED / PENDING DEVELOPMENT PROJECT SUMMARY

July 6, 2017

A. APPLICATIONS IN PROCESS	LAND USE	SIZE	NOTES
1. Buellton Hub	Light Industrial & Mftrg R&D Residential	46,676 sf 28,066 sf 54 units	- - 22x2-bdrm; 32x1-bdrm
2. The Network	Light Industrial	74,300 sf	
3. The Central Homes	Single Family Residential	8 units	8 single fam homes 3 bed/2.5 bath each
B. APPROVED – ON HOLD BY APPLICANT (no plans submitted)			
4. Chumash Mixed Use	Multi-Family Resid'l Commercial	7 units 7,911 sf	On hold
5. Village Senior Apartments	Multi-Family Resid'l	50 units	On hold
6. Terravant Annex	Light Industrial/ Warehouse	48,000 sf	On hold
7. Davidson Dev't (1 bldg remaining)	Light Industrial	6,000 sf	On hold
8. The Commons at Zaca Creek	Retail Commercial Restaurant Warehouse/Storage Residential (Mgr. Apt)	28,097 sf 13,423 sf 11,661 sf 1,105 (1 unit)	Awaiting building plan submittal
9. Live Oak Lanes	Bowling / Family Entertainment	45,633 sf	Awaiting building plan submittal
C. PLAN CHECK & UNDER CONSTRUCTION			
10. Fig Mtn Brewery Expansion Fig Mtn – Malt Silos	Light Industrial Foundation Only	1,606 sf n/a	
11. The Village Specific Plan	Commercial Residential Hotel Park	48,830 sf 155 units *225 units 1.8 acres	- - *no plans submitted
12. Flying Flags Expansion – Phase II (time extension only)	RV Park – accessory uses only pending	*sports field, pool/spa, *6 pool cabanas, RR bldg	*accessory uses
13. Flying Flags - Phase III	RV Park	29 new RV spaces, 7 new tent spaces *new pool/spa/pavilion *3 RR bldgs, *maintenance shop, *laundry building	- - *accessory uses

CUMULATIVE TRIP GENERATION WORKSHEET

Associated Transportation Engineers
Trip Generation Worksheet

THE NETWORK PROJECT - APPROVED/PENDING TRIP GENERATION

			ADT		A.M. PEAK HOUR						P.M. PEAK HOUR					
Name	Use	Size	Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
APPLICATIONS IN PROCESS																
Buellton Hub	Light Industrial	46,676 SF	6.97	325	0.92	43	88%	38	12%	5	0.97	45	12%	5	88%	40
	Business/Research	28,066 SF	8.11	228	1.22	34	83%	28	17%	6	1.07	30	15%	5	85%	25
	Residential	54 DU	6.65	359	0.51	28	20%	6	80%	22	0.62	33	65%	21	35%	12
The Central Townhomes	Residential	8 DU	6.65	53	0.51	4	20%	1	80%	3	0.62	5	65%	3	35%	2
APPROVED																
Chumash Mixed Use	Retail	7,911 SF	44.32	351	1.33	11	50%	6	50%	5	2.71	21	44%	9	56%	12
	Residential	7 DU	6.65	47	0.51	4	20%	1	80%	3	0.62	4	65%	3	35%	1
Village Senior Apts	Senior Apartments	50 DU	3.44	172	0.20	10	34%	3	66%	7	0.25	13	54%	7	46%	6
Terravant Annex	Light Industrial	48,000 SF	6.97	335	0.92	44	88%	39	12%	5	0.97	47	12%	6	88%	41
Davidson Development	Light Industrial	6,000 SF	6.97	42	0.92	6	88%	5	12%	1	0.97	6	12%	1	88%	5
Commons at Zaca Creek	Commercial	28,097 SF	44.32	1,245	1.33	37	50%	19	50%	18	2.71	76	44%	33	56%	43
	Restaurant	13,423 SF	127.15	1,707	10.81	145	55%	80	45%	65	9.85	132	60%	79	40%	53
	Warehouse	11,661 SF	3.56	42	0.30	3	79%	2	21%	1	0.32	4	25%	1	75%	3
	Apartment	1 DU	6.65	7	0.51	1	20%	0	80%	1	0.62	1	65%	1	35%	0
Live Oak Lanes	Bowling Alley	45,633 SF	33.33	1,521	0.00	0	55%	0	45%	0	1.71	78	61%	48	39%	30
PLAN CHECK & UNDER CONSTRUCTION																
Fig Mountain Expansion	Light Industrial	1,606 SF	6.97	11	0.92	1	88%	1	12%	0	0.97	2	12%	0	88%	2
The Village SP	Commercial	48,830 SF	42.70	2,085	0.96	47	62%	29	38%	18	3.71	181	48%	87	52%	94
	Townhomes	155 DU	5.81	901	0.44	68	17%	12	83%	56	0.52	81	67%	54	33%	27
	Hotel	225 Units	8.17	1,838	0.53	119	59%	70	41%	49	0.60	135	51%	69	49%	66
	Park	1.8 Acres	20.00	36	0.80	1	50%	1	50%	0	1.60	3	50%	2	50%	1
Flying Flags Phase II	Camping	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Flying Flags Phase III	Camping	36 Sites	2.70	97	0.21	8	36%	3	64%	5	0.27	10	65%	7	35%	3

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

EXISTING AM PEAK HOUR

1: Sycamore Drive & State Route 246

HCM Unsignalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	718	0	21	307	60	2	1	40	54	1	6
Future Volume (Veh/h)	5	718	0	21	307	60	2	1	40	54	1	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	780	0	23	334	65	2	1	43	59	1	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)					894							
pX, platoon unblocked												
vC, conflicting volume	399			780			1010	1235	390	856	1202	200
vC1, stage 1 conf vol							790	790		412	412	
vC2, stage 2 conf vol							220	445		444	790	
vCu, unblocked vol	399			780			1010	1235	390	856	1202	200
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			97			99	100	93	86	100	99
cM capacity (veh/h)	1156			833			330	348	609	418	339	808

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	395	390	190	232	46	60	7
Volume Left	5	0	23	0	2	59	0
Volume Right	0	0	0	65	43	0	7
cSH	1156	1700	833	1700	578	416	808
Volume to Capacity	0.00	0.23	0.03	0.14	0.08	0.14	0.01
Queue Length 95th (ft)	0	0	2	0	6	12	1
Control Delay (s)	0.1	0.0	1.4	0.0	11.8	15.1	9.5
Lane LOS	A		A		B	C	A
Approach Delay (s)	0.1		0.6		11.8	14.5	
Approach LOS					B	B	

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	42.8%	ICU Level of Service	A
Analysis Period (min)	15		

AWD: 11.0 SEC = LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	737	0	21	310	60	2	1	41	55	1	6
Future Volume (Veh/h)	5	737	0	21	310	60	2	1	41	55	1	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	801	0	23	337	65	2	1	45	60	1	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)					894							
pX, platoon unblocked												
vC, conflicting volume	402			801			1033	1259	400	872	1226	201
vC1, stage 1 conf vol							811	811		416	416	
vC2, stage 2 conf vol							222	448		456	811	
vCu, unblocked vol	402			801			1033	1259	400	872	1226	201
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			97			99	100	92	85	100	99
cM capacity (veh/h)	1153			818			321	341	599	410	332	806

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	406	400	192	234	48	61	7
Volume Left	5	0	23	0	2	60	0
Volume Right	0	0	0	65	45	0	7
cSH	1153	1700	818	1700	570	408	806
Volume to Capacity	0.00	0.24	0.03	0.14	0.08	0.15	0.01
Queue Length 95th (ft)	0	0	2	0	7	13	1
Control Delay (s)	0.1	0.0	1.4	0.0	11.9	15.4	9.5
Lane LOS	A		A		B	C	A
Approach Delay (s)	0.1		0.6		11.9	14.8	
Approach LOS					B	B	

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	42.9%	ICU Level of Service	A
Analysis Period (min)	15		

AWD: 11.2 SEC = LOS B

EXISTING PM PEAK HOUR

1: Sycamore Drive & State Route 246

HCM Unsignalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	402	3	29	755	51	4	3	24	24	3	3
Future Volume (Veh/h)	4	402	3	29	755	51	4	3	24	24	3	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	437	3	32	821	55	4	3	26	26	3	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)					894							
pX, platoon unblocked	0.82						0.82	0.82		0.82	0.82	0.82
vC, conflicting volume	876			440			926	1386	220	1166	1360	438
vC1, stage 1 conf vol							446	446		912	912	
vC2, stage 2 conf vol							479	940		254	448	
vCu, unblocked vol	411			440			472	1034	220	765	1002	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			97			99	99	97	94	99	100
cM capacity (veh/h)	939			1116			525	373	784	401	379	890

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	222	222	442	466	33	29	3
Volume Left	4	0	32	0	4	26	0
Volume Right	0	3	0	55	26	0	3
cSH	939	1700	1116	1700	676	399	890
Volume to Capacity	0.00	0.13	0.03	0.27	0.05	0.07	0.00
Queue Length 95th (ft)	0	0	2	0	4	6	0
Control Delay (s)	0.2	0.0	0.9	0.0	10.6	14.7	9.1
Lane LOS	A		A		B	B	A
Approach Delay (s)	0.1		0.4		10.6	14.2	
Approach LOS					B	B	

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	51.5%	ICU Level of Service	A
Analysis Period (min)	15		

AWD: 8.2 SEC = LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	405	3	30	775	52	4	3	24	24	3	3
Future Volume (Veh/h)	4	405	3	30	775	52	4	3	24	24	3	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	440	3	33	842	57	4	3	26	26	3	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)					894							
pX, platoon unblocked	0.82						0.82	0.82		0.82	0.82	0.82
vC, conflicting volume	899			443			941	1414	222	1192	1388	450
vC1, stage 1 conf vol							450	450		936	936	
vC2, stage 2 conf vol							492	965		256	451	
vCu, unblocked vol	432			443			484	1062	222	790	1029	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			97			99	99	97	93	99	100
cM capacity (veh/h)	919			1113			521	364	782	389	370	887

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	224	223	454	478	33	29	3
Volume Left	4	0	33	0	4	26	0
Volume Right	0	3	0	57	26	0	3
cSH	919	1700	1113	1700	671	387	887
Volume to Capacity	0.00	0.13	0.03	0.28	0.05	0.07	0.00
Queue Length 95th (ft)	0	0	2	0	4	6	0
Control Delay (s)	0.2	0.0	0.9	0.0	10.6	15.1	9.1
Lane LOS	A		A		B	C	A
Approach Delay (s)	0.1		0.4		10.6	14.5	
Approach LOS					B	B	

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	52.2%	ICU Level of Service	A
Analysis Period (min)	15		

AWD: 8.3 SEC = LOS A

CUMULATIVE AM PEAK HOUR

1: Sycamore Drive & State Route 246

HCM Unsignalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	755	0	22	328	61	2	1	42	56	1	6
Future Volume (Veh/h)	5	755	0	22	328	61	2	1	42	56	1	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	821	0	24	357	66	2	1	46	61	1	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)					894							
pX, platoon unblocked												
vC, conflicting volume	423			821			1065	1302	410	905	1269	212
vC1, stage 1 conf vol							831	831		438	438	
vC2, stage 2 conf vol							234	471		467	831	
vCu, unblocked vol	423			821			1065	1302	410	905	1269	212
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			97			99	100	92	85	100	99
cM capacity (veh/h)	1133			804			311	332	590	397	322	794

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	416	410	202	244	49	62	7
Volume Left	5	0	24	0	2	61	0
Volume Right	0	0	0	66	46	0	7
cSH	1133	1700	804	1700	561	396	794
Volume to Capacity	0.00	0.24	0.03	0.14	0.09	0.16	0.01
Queue Length 95th (ft)	0	0	2	0	7	14	1
Control Delay (s)	0.1	0.0	1.4	0.0	12.0	15.8	9.6
Lane LOS	A		A		B	C	A
Approach Delay (s)	0.1		0.6		12.0	15.1	
Approach LOS					B	C	

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		

AWD: 11.4 SEC = LOS B

CUMULATIVE + PROJECT AM PEAK HOUR

1: Sycamore Drive & State Route 246

HCM Unsignalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	774	0	22	331	61	2	1	43	57	1	6
Future Volume (Veh/h)	5	774	0	22	331	61	2	1	43	57	1	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	841	0	24	360	66	2	1	47	62	1	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)					894							
pX, platoon unblocked												
vC, conflicting volume	426			841			1086	1325	420	919	1292	213
vC1, stage 1 conf vol							851	851		441	441	
vC2, stage 2 conf vol							236	474		478	851	
vCu, unblocked vol	426			841			1086	1325	420	919	1292	213
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			97			99	100	92	84	100	99
cM capacity (veh/h)	1130			790			303	326	582	391	315	792

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	426	420	204	246	50	63	7
Volume Left	5	0	24	0	2	62	0
Volume Right	0	0	0	66	47	0	7
cSH	1130	1700	790	1700	553	390	792
Volume to Capacity	0.00	0.25	0.03	0.14	0.09	0.16	0.01
Queue Length 95th (ft)	0	0	2	0	7	14	1
Control Delay (s)	0.1	0.0	1.4	0.0	12.2	16.0	9.6
Lane LOS	A		A		B	C	A
Approach Delay (s)	0.1		0.6		12.2	15.4	
Approach LOS					B	C	

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	44.4%	ICU Level of Service	A
Analysis Period (min)	15		

AWD: 11.5 SEC = LOS B

CUMULATIVE PM PEAK HOUR

1: Sycamore Drive & State Route 246

HCM Unsignalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	435	3	32	806	54	4	3	25	25	3	3
Future Volume (Veh/h)	4	435	3	32	806	54	4	3	25	25	3	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	473	3	35	876	59	4	3	27	27	3	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)					894							
pX, platoon unblocked	0.78						0.78	0.78		0.78	0.78	0.78
vC, conflicting volume	935			476			995	1488	238	1248	1460	468
vC1, stage 1 conf vol							482	482		976	976	
vC2, stage 2 conf vol							512	1005		273	484	
vCu, unblocked vol	365			476			442	1070	238	765	1034	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			97			99	99	96	93	99	100
cM capacity (veh/h)	933			1082			503	361	763	397	366	850

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	240	240	473	497	34	30	3
Volume Left	4	0	35	0	4	27	0
Volume Right	0	3	0	59	27	0	3
cSH	933	1700	1082	1700	659	394	850
Volume to Capacity	0.00	0.14	0.03	0.29	0.05	0.08	0.00
Queue Length 95th (ft)	0	0	3	0	4	6	0
Control Delay (s)	0.2	0.0	1.0	0.0	10.8	14.9	9.3
Lane LOS	A		A		B	B	A
Approach Delay (s)	0.1		0.5		10.8	14.4	
Approach LOS					B	B	

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	54.5%	ICU Level of Service	A
Analysis Period (min)	15		

AWD: 8.3 SEC = LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	438	3	33	826	55	4	3	25	25	3	3
Future Volume (Veh/h)	4	438	3	33	826	55	4	3	25	25	3	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	476	3	36	898	60	4	3	27	27	3	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)					894							
pX, platoon unblocked	0.78						0.78	0.78		0.78	0.78	0.78
vC, conflicting volume	958			479			1011	1516	240	1274	1487	479
vC1, stage 1 conf vol							486	486		1000	1000	
vC2, stage 2 conf vol							526	1030		274	487	
vCu, unblocked vol	369			479			438	1088	240	777	1051	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			97			99	99	96	93	99	100
cM capacity (veh/h)	920			1080			501	355	762	390	360	842

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	242	241	485	509	34	30	3
Volume Left	4	0	36	0	4	27	0
Volume Right	0	3	0	60	27	0	3
cSH	920	1700	1080	1700	655	387	842
Volume to Capacity	0.00	0.14	0.03	0.30	0.05	0.08	0.00
Queue Length 95th (ft)	0	0	3	0	4	6	0
Control Delay (s)	0.2	0.0	1.0	0.0	10.8	15.1	9.3
Lane LOS	A		A		B	C	A
Approach Delay (s)	0.1		0.5		10.8	14.6	
Approach LOS					B	B	

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	55.2%	ICU Level of Service	B
Analysis Period (min)	15		

AWD: 8.3 SEC = LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	876	61	86	445	2	11	1	44	10	4	1
Future Volume (veh/h)	2	876	61	86	445	2	11	1	44	10	4	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	2	952	66	93	484	2	12	1	48	11	4	1
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	1157	80	121	1483	6	143	50	430	442	149	32
Arrive On Green	0.00	0.34	0.34	0.07	0.41	0.41	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1774	3358	233	1774	3615	15	191	146	1244	966	433	93
Grp Volume(v), veh/h	2	502	516	93	237	249	61	0	0	16	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1822	1774	1770	1860	1581	0	0	1491	0	0
Q Serve(g_s), s	0.1	14.5	14.5	2.9	5.1	5.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	14.5	14.5	2.9	5.1	5.1	1.4	0.0	0.0	0.3	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.01	0.20		0.79	0.69		0.06
Lane Grp Cap(c), veh/h	5	610	628	121	726	763	623	0	0	624	0	0
V/C Ratio(X)	0.41	0.82	0.82	0.77	0.33	0.33	0.10	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	159	656	675	206	726	763	623	0	0	624	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.8	16.7	16.7	25.6	11.2	11.2	12.4	0.0	0.0	12.1	0.0	0.0
Incr Delay (d2), s/veh	47.6	7.9	7.7	9.7	0.3	0.2	0.3	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	8.3	8.5	1.7	2.5	2.6	0.7	0.0	0.0	0.2	0.0	0.0
LnGrp Delay(d),s/veh	75.4	24.6	24.4	35.2	11.5	11.5	12.7	0.0	0.0	12.1	0.0	0.0
LnGrp LOS	E	C	C	D	B	B	B			B		
Approach Vol, veh/h		1020			579			61			16	
Approach Delay, s/veh		24.6			15.3			12.7			12.1	
Approach LOS		C			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		23.8	8.3	23.8		23.8	4.7	27.4
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		19.3	6.5	20.7		19.3	5.0	22.2
Max Q Clear Time (g_c+I1), s		3.4	4.9	16.5		2.3	2.1	7.1
Green Ext Time (p_c), s		0.3	0.0	2.8		0.3	0.0	8.4

Intersection Summary	
HCM 2010 Ctrl Delay	20.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	876	82	125	445	2	14	1	49	10	4	1
Future Volume (veh/h)	2	876	82	125	445	2	14	1	49	10	4	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	2	952	89	136	484	2	15	1	53	11	4	1
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	1095	102	173	1552	6	150	48	405	428	145	31
Arrive On Green	0.00	0.33	0.33	0.10	0.43	0.43	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1774	3272	306	1774	3615	15	222	143	1211	966	433	93
Grp Volume(v), veh/h	2	515	526	136	237	249	69	0	0	16	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1809	1774	1770	1860	1577	0	0	1492	0	0
Q Serve(g_s), s	0.1	15.8	15.8	4.3	5.1	5.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	15.8	15.8	4.3	5.1	5.1	1.7	0.0	0.0	0.3	0.0	0.0
Prop In Lane	1.00		0.17	1.00		0.01	0.22		0.77	0.69		0.06
Lane Grp Cap(c), veh/h	5	592	605	173	760	798	603	0	0	604	0	0
V/C Ratio(X)	0.41	0.87	0.87	0.79	0.31	0.31	0.11	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	154	634	648	200	760	798	603	0	0	604	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.7	18.0	18.0	25.5	10.9	10.9	13.4	0.0	0.0	12.9	0.0	0.0
Incr Delay (d2), s/veh	47.7	11.8	11.6	16.5	0.2	0.2	0.4	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	9.5	9.7	2.9	2.5	2.6	0.8	0.0	0.0	0.2	0.0	0.0
LnGrp Delay(d),s/veh	76.4	29.9	29.7	42.0	11.1	11.1	13.7	0.0	0.0	12.9	0.0	0.0
LnGrp LOS	E	C	C	D	B	B	B			B		
Approach Vol, veh/h		1043			622			69			16	
Approach Delay, s/veh		29.8			17.8			13.7			12.9	
Approach LOS		C			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		23.8	10.1	23.8		23.8	4.7	29.3
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		19.3	6.5	20.7		19.3	5.0	22.2
Max Q Clear Time (g_c+I1), s		3.7	6.3	17.8		2.3	2.1	7.1
Green Ext Time (p_c), s		0.3	0.0	1.6		0.3	0.0	8.6

Intersection Summary	
HCM 2010 Ctrl Delay	24.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	514	17	63	988	12	52	1	108	5	0	1
Future Volume (veh/h)	1	514	17	63	988	12	52	1	108	5	0	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	1	559	18	68	1074	13	57	1	117	5	0	1
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	3	1161	37	106	1397	17	228	44	369	531	11	84
Arrive On Green	0.00	0.33	0.33	0.06	0.39	0.39	0.36	0.36	0.36	0.36	0.00	0.36
Sat Flow, veh/h	1774	3500	113	1774	3581	43	390	125	1039	1147	32	236
Grp Volume(v), veh/h	1	282	295	68	531	556	175	0	0	6	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1843	1774	1770	1855	1554	0	0	1414	0	0
Q Serve(g_s), s	0.0	6.8	6.8	2.0	13.9	13.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	6.8	6.8	2.0	13.9	13.9	4.0	0.0	0.0	0.1	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.02	0.33		0.67	0.83		0.17
Lane Grp Cap(c), veh/h	3	587	611	106	690	723	641	0	0	626	0	0
V/C Ratio(X)	0.30	0.48	0.48	0.64	0.77	0.77	0.27	0.00	0.00	0.01	0.00	0.00
Avail Cap(c_a), veh/h	170	695	724	223	748	784	641	0	0	626	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.5	14.1	14.1	24.5	14.1	14.1	12.4	0.0	0.0	11.1	0.0	0.0
Incr Delay (d2), s/veh	43.9	0.6	0.6	6.4	4.5	4.3	1.0	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.4	3.5	1.2	7.5	7.8	2.0	0.0	0.0	0.1	0.0	0.0
LnGrp Delay(d),s/veh	70.5	14.8	14.7	30.9	18.7	18.5	13.4	0.0	0.0	11.1	0.0	0.0
LnGrp LOS	E	B	B	C	B	B	B			B		
Approach Vol, veh/h		578			1155			175			6	
Approach Delay, s/veh		14.8			19.3			13.4			11.1	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		23.4	7.7	22.2		23.4	4.6	25.3
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		18.9	6.7	20.9		18.9	5.1	22.5
Max Q Clear Time (g_c+I1), s		6.0	4.0	8.8		2.1	2.0	15.9
Green Ext Time (p_c), s		0.8	0.0	7.9		0.9	0.0	4.9

Intersection Summary	
HCM 2010 Ctrl Delay	17.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	514	20	69	988	12	74	1	149	5	0	1
Future Volume (veh/h)	1	514	20	69	988	12	74	1	149	5	0	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	1	559	22	75	1074	13	80	1	162	5	0	1
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	3	1141	45	112	1397	17	230	43	368	501	11	78
Arrive On Green	0.00	0.33	0.33	0.06	0.39	0.39	0.35	0.35	0.35	0.35	0.00	0.35
Sat Flow, veh/h	1774	3472	136	1774	3581	43	396	122	1035	1062	32	219
Grp Volume(v), veh/h	1	285	296	75	531	556	243	0	0	6	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1839	1774	1770	1855	1553	0	0	1312	0	0
Q Serve(g_s), s	0.0	6.9	6.9	2.2	13.9	13.9	2.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	6.9	6.9	2.2	13.9	13.9	6.1	0.0	0.0	0.1	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.02	0.33		0.67	0.83		0.17
Lane Grp Cap(c), veh/h	3	581	604	112	690	724	641	0	0	590	0	0
V/C Ratio(X)	0.30	0.49	0.49	0.67	0.77	0.77	0.38	0.00	0.00	0.01	0.00	0.00
Avail Cap(c_a), veh/h	170	688	715	230	748	784	641	0	0	590	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.5	14.3	14.3	24.4	14.1	14.1	13.0	0.0	0.0	11.1	0.0	0.0
Incr Delay (d2), s/veh	43.9	0.6	0.6	6.8	4.5	4.3	1.7	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.4	3.6	1.3	7.5	7.8	3.0	0.0	0.0	0.1	0.0	0.0
LnGrp Delay(d),s/veh	70.5	14.9	14.9	31.2	18.7	18.5	14.7	0.0	0.0	11.1	0.0	0.0
LnGrp LOS	E	B	B	C	B	B	B			B		
Approach Vol, veh/h		582			1162			243			6	
Approach Delay, s/veh		15.0			19.4			14.7			11.1	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		23.4	7.9	22.0		23.4	4.6	25.3
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		18.9	6.9	20.7		18.9	5.1	22.5
Max Q Clear Time (g_c+I1), s		8.1	4.2	8.9		2.1	2.0	15.9
Green Ext Time (p_c), s		1.1	0.0	7.8		1.4	0.0	4.9

Intersection Summary	
HCM 2010 Ctrl Delay	17.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	881	100	159	459	2	24	1	72	10	4	1
Future Volume (veh/h)	2	881	100	159	459	2	24	1	72	10	4	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	2	958	109	173	499	2	26	1	78	11	4	1
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	1041	118	215	1603	6	164	44	382	418	141	30
Arrive On Green	0.00	0.32	0.32	0.12	0.44	0.44	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1774	3204	364	1774	3615	14	269	134	1166	964	431	93
Grp Volume(v), veh/h	2	529	538	173	244	257	105	0	0	16	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1798	1774	1770	1860	1569	0	0	1488	0	0
Q Serve(g_s), s	0.1	17.2	17.2	5.7	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	17.2	17.2	5.7	5.3	5.3	2.7	0.0	0.0	0.4	0.0	0.0
Prop In Lane	1.00		0.20	1.00		0.01	0.25		0.74	0.69		0.06
Lane Grp Cap(c), veh/h	5	575	584	215	785	825	589	0	0	589	0	0
V/C Ratio(X)	0.41	0.92	0.92	0.80	0.31	0.31	0.18	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	149	579	589	223	785	825	589	0	0	589	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.7	19.4	19.4	25.5	10.7	10.7	14.4	0.0	0.0	13.6	0.0	0.0
Incr Delay (d2), s/veh	47.7	20.0	19.8	18.4	0.2	0.2	0.7	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	11.6	11.7	3.8	2.6	2.8	1.3	0.0	0.0	0.2	0.0	0.0
LnGrp Delay(d),s/veh	77.4	39.4	39.2	43.9	10.9	10.9	15.1	0.0	0.0	13.6	0.0	0.0
LnGrp LOS	E	D	D	D	B	B	B			B		
Approach Vol, veh/h		1069			674			105			16	
Approach Delay, s/veh		39.4			19.4			15.1			13.6	
Approach LOS		D			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		24.0	11.7	23.9		24.0	4.7	30.9
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		19.5	7.5	19.5		19.5	5.0	22.0
Max Q Clear Time (g_c+I1), s		4.7	7.7	19.2		2.4	2.1	7.3
Green Ext Time (p_c), s		0.5	0.0	0.2		0.5	0.0	8.6

Intersection Summary	
HCM 2010 Ctrl Delay	30.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	881	121	198	459	2	27	1	77	10	4	1
Future Volume (veh/h)	2	881	121	198	459	2	27	1	77	10	4	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	2	958	132	215	499	2	29	1	84	11	4	1
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	1042	144	260	1726	7	157	41	355	393	133	29
Arrive On Green	0.00	0.33	0.33	0.15	0.48	0.48	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1774	3126	431	1774	3615	14	280	133	1155	968	432	93
Grp Volume(v), veh/h	2	542	548	215	244	257	114	0	0	16	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1787	1774	1770	1860	1568	0	0	1494	0	0
Q Serve(g_s), s	0.1	18.7	18.7	7.5	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	18.7	18.7	7.5	5.3	5.3	3.3	0.0	0.0	0.4	0.0	0.0
Prop In Lane	1.00		0.24	1.00		0.01	0.25		0.74	0.69		0.06
Lane Grp Cap(c), veh/h	5	590	596	260	845	888	553	0	0	554	0	0
V/C Ratio(X)	0.41	0.92	0.92	0.83	0.29	0.29	0.21	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	140	599	605	293	845	888	553	0	0	554	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.6	20.3	20.3	26.3	10.1	10.1	16.4	0.0	0.0	15.4	0.0	0.0
Incr Delay (d2), s/veh	47.9	19.3	19.2	15.8	0.2	0.2	0.8	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	12.2	12.3	4.8	2.6	2.8	1.6	0.0	0.0	0.2	0.0	0.0
LnGrp Delay(d),s/veh	79.5	39.6	39.5	42.1	10.2	10.2	17.2	0.0	0.0	15.4	0.0	0.0
LnGrp LOS	E	D	D	D	B	B	B			B		
Approach Vol, veh/h		1092			716			114			16	
Approach Delay, s/veh		39.6			19.8			17.2			15.4	
Approach LOS		D			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		24.0	13.8	25.7		24.0	4.7	34.8
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		19.5	10.5	21.5		19.5	5.0	27.0
Max Q Clear Time (g_c+I1), s		5.3	9.5	20.7		2.4	2.1	7.3
Green Ext Time (p_c), s		0.5	0.1	0.5		0.6	0.0	10.6

Intersection Summary	
HCM 2010 Ctrl Delay	30.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	540	30	87	1008	12	94	1	186	5	0	1
Future Volume (veh/h)	1	540	30	87	1008	12	94	1	186	5	0	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	1	587	33	95	1096	13	102	1	202	5	0	1
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	3	1111	62	126	1417	17	231	42	360	464	11	70
Arrive On Green	0.00	0.33	0.33	0.07	0.40	0.40	0.35	0.35	0.35	0.35	0.00	0.35
Sat Flow, veh/h	1774	3407	191	1774	3582	42	403	121	1028	971	32	201
Grp Volume(v), veh/h	1	305	315	95	541	568	305	0	0	6	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1829	1774	1770	1855	1552	0	0	1204	0	0
Q Serve(g_s), s	0.0	7.5	7.5	2.8	14.2	14.2	4.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	7.5	7.5	2.8	14.2	14.2	8.2	0.0	0.0	0.1	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.02	0.33		0.66	0.83		0.17
Lane Grp Cap(c), veh/h	3	577	597	126	700	734	634	0	0	545	0	0
V/C Ratio(X)	0.30	0.53	0.53	0.76	0.77	0.77	0.48	0.00	0.00	0.01	0.00	0.00
Avail Cap(c_a), veh/h	169	686	709	236	752	789	634	0	0	545	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.6	14.6	14.6	24.4	14.1	14.1	13.9	0.0	0.0	11.3	0.0	0.0
Incr Delay (d2), s/veh	44.2	0.7	0.7	8.9	4.7	4.5	2.6	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.8	3.9	1.7	7.8	8.2	4.0	0.0	0.0	0.1	0.0	0.0
LnGrp Delay(d),s/veh	70.8	15.4	15.4	33.3	18.8	18.5	16.5	0.0	0.0	11.3	0.0	0.0
LnGrp LOS	E	B	B	C	B	B	B			B		
Approach Vol, veh/h		621			1204			305			6	
Approach Delay, s/veh		15.5			19.8			16.5			11.3	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		23.2	8.3	21.9		23.2	4.6	25.6
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		18.7	7.1	20.7		18.7	5.1	22.7
Max Q Clear Time (g_c+I1), s		10.2	4.8	9.5		2.1	2.0	16.2
Green Ext Time (p_c), s		1.2	0.0	7.7		1.8	0.0	4.9

Intersection Summary	
HCM 2010 Ctrl Delay	18.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	540	33	93	1008	12	116	1	227	5	0	1
Future Volume (veh/h)	1	540	33	93	1008	12	116	1	227	5	0	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	1	587	36	101	1096	13	126	1	247	5	0	1
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	1149	70	130	1473	17	249	30	423	442	8	73
Arrive On Green	0.00	0.34	0.34	0.07	0.41	0.41	0.42	0.42	0.42	0.42	0.00	0.42
Sat Flow, veh/h	1774	3388	208	1774	3582	42	451	71	1016	862	18	176
Grp Volume(v), veh/h	1	306	317	101	541	568	374	0	0	6	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1826	1774	1770	1855	1539	0	0	1056	0	0
Q Serve(g_s), s	0.0	10.9	11.0	4.4	20.5	20.5	10.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	10.9	11.0	4.4	20.5	20.5	14.5	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.02	0.34		0.66	0.83		0.17
Lane Grp Cap(c), veh/h	2	600	619	130	728	763	702	0	0	523	0	0
V/C Ratio(X)	0.41	0.51	0.51	0.77	0.74	0.74	0.53	0.00	0.00	0.01	0.00	0.00
Avail Cap(c_a), veh/h	115	703	726	274	863	904	702	0	0	523	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	39.4	20.9	20.9	35.9	19.7	19.7	17.6	0.0	0.0	13.5	0.0	0.0
Incr Delay (d2), s/veh	84.3	0.7	0.7	9.4	2.9	2.8	2.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	5.5	5.7	2.5	10.5	11.0	6.8	0.0	0.0	0.1	0.0	0.0
LnGrp Delay(d),s/veh	123.7	21.5	21.5	45.3	22.6	22.5	20.5	0.0	0.0	13.5	0.0	0.0
LnGrp LOS	F	C	C	D	C	C	C			B		
Approach Vol, veh/h		624			1210			374			6	
Approach Delay, s/veh		21.7			24.5			20.5			13.5	
Approach LOS		C			C			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		37.4	10.3	31.3		37.4	4.6	37.0
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		32.9	12.2	31.4		32.9	5.1	38.5
Max Q Clear Time (g_c+I1), s		16.5	6.4	13.0		2.2	2.0	22.5
Green Ext Time (p_c), s		2.2	0.1	11.0		2.7	0.0	10.0

Intersection Summary	
HCM 2010 Ctrl Delay	23.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	747	92	63	426	50	59	17	62	125	30	91
Future Volume (veh/h)	109	747	92	63	426	50	59	17	62	125	30	91
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	118	812	100	68	463	54	64	18	67	136	33	99
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	1083	133	89	979	114	87	507	431	173	567	507
Arrive On Green	0.09	0.34	0.34	0.05	0.31	0.31	0.05	0.27	0.27	0.10	0.32	0.32
Sat Flow, veh/h	1774	3173	391	1774	3196	371	1774	1863	1583	1774	1770	1583
Grp Volume(v), veh/h	118	453	459	68	255	262	64	18	67	136	33	99
Grp Sat Flow(s),veh/h/ln	1774	1770	1794	1774	1770	1797	1774	1863	1583	1774	1770	1583
Q Serve(g_s), s	4.9	17.1	17.1	2.9	8.8	8.9	2.7	0.5	2.4	5.6	1.0	3.4
Cycle Q Clear(g_c), s	4.9	17.1	17.1	2.9	8.8	8.9	2.7	0.5	2.4	5.6	1.0	3.4
Prop In Lane	1.00		0.22	1.00		0.21	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	152	604	612	89	542	551	87	507	431	173	567	507
V/C Ratio(X)	0.78	0.75	0.75	0.76	0.47	0.48	0.74	0.04	0.16	0.79	0.06	0.20
Avail Cap(c_a), veh/h	299	716	726	200	618	627	210	507	431	294	567	507
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	22.0	22.0	35.3	21.2	21.2	35.3	20.2	20.8	33.2	17.7	18.6
Incr Delay (d2), s/veh	8.3	3.7	3.6	12.4	0.6	0.6	11.4	0.1	0.8	7.8	0.2	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	8.9	9.0	1.7	4.4	4.5	1.6	0.3	1.1	3.1	0.5	1.6
LnGrp Delay(d),s/veh	42.1	25.6	25.6	47.7	21.8	21.9	46.8	20.3	21.6	41.0	17.9	19.4
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	B	B
Approach Vol, veh/h		1030			585			149			268	
Approach Delay, s/veh		27.5			24.8			32.3			30.2	
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
Phs Duration (G+Y+Rc), s	11.8	25.0	8.3	30.2	8.2	28.6	10.9	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 Setting (Gmax), s	12.5	20.5	8.5	30.5	8.9	24.1	12.7	26.3
Max Q Clear Time (g_c+I1), s	7.6	4.4	4.9	19.1	4.7	5.4	6.9	10.9
Green Ext Time (p_c), s	0.1	0.9	0.0	6.7	0.0	1.0	0.1	8.1

Intersection Summary	
HCM 2010 Ctrl Delay	27.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	750	93	63	447	50	65	17	62	125	30	103
Future Volume (veh/h)	110	750	93	63	447	50	65	17	62	125	30	103
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	120	815	101	68	486	54	71	18	67	136	33	112
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	1087	135	89	984	109	92	506	430	172	561	502
Arrive On Green	0.09	0.34	0.34	0.05	0.31	0.31	0.05	0.27	0.27	0.10	0.32	0.32
Sat Flow, veh/h	1774	3170	393	1774	3214	356	1774	1863	1583	1774	1770	1583
Grp Volume(v), veh/h	120	455	461	68	267	273	71	18	67	136	33	112
Grp Sat Flow(s),veh/h/ln	1774	1770	1793	1774	1770	1800	1774	1863	1583	1774	1770	1583
Q Serve(g_s), s	5.0	17.2	17.2	2.9	9.3	9.4	3.0	0.5	2.4	5.7	1.0	3.9
Cycle Q Clear(g_c), s	5.0	17.2	17.2	2.9	9.3	9.4	3.0	0.5	2.4	5.7	1.0	3.9
Prop In Lane	1.00		0.22	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	154	607	615	89	542	551	92	506	430	172	561	502
V/C Ratio(X)	0.78	0.75	0.75	0.76	0.49	0.50	0.78	0.04	0.16	0.79	0.06	0.22
Avail Cap(c_a), veh/h	298	715	724	200	616	627	218	506	430	294	561	502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	22.0	22.0	35.4	21.4	21.4	35.4	20.2	20.9	33.3	18.0	19.0
Incr Delay (d2), s/veh	8.3	3.7	3.7	12.5	0.7	0.7	13.0	0.1	0.8	7.8	0.2	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	9.0	9.1	1.7	4.6	4.7	1.8	0.3	1.2	3.1	0.5	1.9
LnGrp Delay(d),s/veh	42.0	25.7	25.6	47.9	22.1	22.1	48.4	20.4	21.7	41.1	18.2	20.0
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	B	B
Approach Vol, veh/h		1036			608			156			281	
Approach Delay, s/veh		27.5			25.0			33.7			30.0	
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
Phs Duration (G+Y+Rc), s	11.8	25.0	8.3	30.4	8.4	28.4	11.1	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 Setting (Gmax), s	12.5	20.5	8.5	30.5	9.3	23.7	12.7	26.3
Max Q Clear Time (g_c+I1), s	7.7	4.4	4.9	19.2	5.0	5.9	7.0	11.4
Green Ext Time (p_c), s	0.1	1.0	0.0	6.7	0.0	1.0	0.1	8.1

Intersection Summary	
HCM 2010 Ctrl Delay	27.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	544	45	88	845	82	114	40	90	135	36	188
Future Volume (veh/h)	70	544	45	88	845	82	114	40	90	135	36	188
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	76	591	49	96	918	89	124	43	98	147	39	204
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	1066	88	124	1099	107	157	484	411	184	486	435
Arrive On Green	0.05	0.32	0.32	0.07	0.34	0.34	0.09	0.26	0.26	0.10	0.27	0.27
Sat Flow, veh/h	1774	3310	274	1774	3260	316	1774	1863	1583	1774	1770	1583
Grp Volume(v), veh/h	76	316	324	96	498	509	124	43	98	147	39	204
Grp Sat Flow(s),veh/h/ln	1774	1770	1814	1774	1770	1807	1774	1863	1583	1774	1770	1583
Q Serve(g_s), s	3.1	10.8	10.9	3.9	19.1	19.1	5.0	1.3	3.6	6.0	1.2	7.9
Cycle Q Clear(g_c), s	3.1	10.8	10.9	3.9	19.1	19.1	5.0	1.3	3.6	6.0	1.2	7.9
Prop In Lane	1.00		0.15	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	98	570	585	124	596	609	157	484	411	184	486	435
V/C Ratio(X)	0.78	0.55	0.56	0.77	0.84	0.84	0.79	0.09	0.24	0.80	0.08	0.47
Avail Cap(c_a), veh/h	157	570	585	239	637	651	215	484	411	239	486	435
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.3	20.6	20.6	33.6	22.5	22.5	32.8	20.6	21.5	32.2	19.8	22.2
Incr Delay (d2), s/veh	12.5	1.2	1.2	9.8	9.0	8.8	12.7	0.4	1.4	13.5	0.3	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	5.4	5.6	2.3	10.8	11.0	3.0	0.7	1.7	3.6	0.6	3.9
LnGrp Delay(d),s/veh	46.8	21.7	21.7	43.5	31.5	31.3	45.5	21.0	22.9	45.7	20.1	25.8
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		716			1103			265			390	
Approach Delay, s/veh		24.4			32.4			33.2			32.7	
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
Phs Duration (G+Y+Rc), s	12.1	23.6	9.6	28.2	11.0	24.7	8.5	29.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.9	19.1	9.9	23.1	8.9	20.1	6.5	26.5
Max Q Clear Time (g_c+I1), s	8.0	5.6	5.9	12.9	7.0	9.9	5.1	21.1
Green Ext Time (p_c), s	0.1	1.7	0.1	6.9	0.0	1.5	0.0	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	30.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	566	51	88	848	82	115	40	90	135	36	190
Future Volume (veh/h)	83	566	51	88	848	82	115	40	90	135	36	190
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	90	615	55	96	922	89	125	43	98	147	39	207
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	116	1085	97	124	1092	105	158	471	401	184	473	423
Arrive On Green	0.07	0.33	0.33	0.07	0.33	0.33	0.09	0.25	0.25	0.10	0.27	0.27
Sat Flow, veh/h	1774	3287	294	1774	3262	315	1774	1863	1583	1774	1770	1583
Grp Volume(v), veh/h	90	331	339	96	500	511	125	43	98	147	39	207
Grp Sat Flow(s),veh/h/ln	1774	1770	1811	1774	1770	1807	1774	1863	1583	1774	1770	1583
Q Serve(g_s), s	3.7	11.4	11.4	3.9	19.4	19.4	5.1	1.3	3.6	6.0	1.2	8.1
Cycle Q Clear(g_c), s	3.7	11.4	11.4	3.9	19.4	19.4	5.1	1.3	3.6	6.0	1.2	8.1
Prop In Lane	1.00		0.16	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	116	584	598	124	592	605	158	471	401	184	473	423
V/C Ratio(X)	0.78	0.57	0.57	0.77	0.84	0.84	0.79	0.09	0.24	0.80	0.08	0.49
Avail Cap(c_a), veh/h	166	584	598	238	635	648	214	471	401	238	473	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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.0	20.4	20.4	33.8	22.8	22.8	33.0	21.1	22.0	32.4	20.3	22.8
Incr Delay (d2), s/veh	13.7	1.3	1.3	9.8	9.7	9.5	13.0	0.4	1.4	13.7	0.3	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	5.7	5.9	2.3	11.0	11.2	3.1	0.7	1.7	3.6	0.6	4.0
LnGrp Delay(d),s/veh	47.7	21.7	21.7	43.6	32.5	32.3	46.0	21.5	23.4	46.0	20.6	26.8
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		760			1107			266			393	
Approach Delay, s/veh		24.8			33.4			33.7			33.4	
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
Phs Duration (G+Y+Rc), s	12.2	23.2	9.7	28.9	11.1	24.3	9.3	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 Setting (Gmax), s	9.9	18.7	9.9	23.5	8.9	19.7	6.9	26.5
Max Q Clear Time (g_c+I1), s	8.0	5.6	5.9	13.4	7.1	10.1	5.7	21.4
Green Ext Time (p_c), s	0.1	1.7	0.1	6.9	0.0	1.4	0.0	3.4

Intersection Summary	
HCM 2010 Ctrl Delay	30.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	788	100	68	546	50	75	18	67	127	31	92
Future Volume (veh/h)	116	788	100	68	546	50	75	18	67	127	31	92
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	126	857	109	74	593	54	82	20	73	138	34	100
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	1135	144	95	1057	96	106	473	402	174	518	464
Arrive On Green	0.09	0.36	0.36	0.05	0.32	0.32	0.06	0.25	0.25	0.10	0.29	0.29
Sat Flow, veh/h	1774	3160	402	1774	3281	298	1774	1863	1583	1774	1770	1583
Grp Volume(v), veh/h	126	480	486	74	319	328	82	20	73	138	34	100
Grp Sat Flow(s),veh/h/ln	1774	1770	1792	1774	1770	1810	1774	1863	1583	1774	1770	1583
Q Serve(g_s), s	5.3	18.3	18.3	3.2	11.5	11.5	3.5	0.6	2.8	5.8	1.1	3.7
Cycle Q Clear(g_c), s	5.3	18.3	18.3	3.2	11.5	11.5	3.5	0.6	2.8	5.8	1.1	3.7
Prop In Lane	1.00		0.22	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	161	636	644	95	570	583	106	473	402	174	518	464
V/C Ratio(X)	0.78	0.76	0.76	0.78	0.56	0.56	0.77	0.04	0.18	0.79	0.07	0.22
Avail Cap(c_a), veh/h	303	727	736	197	620	635	227	473	402	289	518	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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	21.6	21.6	35.8	21.5	21.5	35.6	21.6	22.4	33.8	19.6	20.5
Incr Delay (d2), s/veh	8.1	3.9	3.9	12.6	1.0	1.0	11.3	0.2	1.0	7.8	0.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	9.6	9.7	1.9	5.7	5.9	2.0	0.3	1.3	3.2	0.6	1.7
LnGrp Delay(d),s/veh	42.2	25.6	25.5	48.4	22.5	22.5	46.8	21.7	23.4	41.6	19.8	21.5
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	B	C
Approach Vol, veh/h		1092			721			175			272	
Approach Delay, s/veh		27.5			25.1			34.2			31.5	
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
Phs Duration (G+Y+Rc), s	12.0	24.0	8.6	32.1	9.1	27.0	11.5	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 Setting (Gmax), s	12.5	19.5	8.5	31.5	9.8	22.2	13.1	26.9
Max Q Clear Time (g_c+I1), s	7.8	4.8	5.2	20.3	5.5	5.7	7.3	13.5
Green Ext Time (p_c), s	0.1	0.9	0.0	7.3	0.1	1.0	0.1	8.3

Intersection Summary	
HCM 2010 Ctrl Delay	27.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	791	101	68	567	50	81	18	67	127	31	104
Future Volume (veh/h)	117	791	101	68	567	50	81	18	67	127	31	104
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	127	860	110	74	616	54	88	20	73	138	34	113
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	162	1138	146	95	1063	93	114	472	401	174	509	456
Arrive On Green	0.09	0.36	0.36	0.05	0.32	0.32	0.06	0.25	0.25	0.10	0.29	0.29
Sat Flow, veh/h	1774	3157	404	1774	3293	288	1774	1863	1583	1774	1770	1583
Grp Volume(v), veh/h	127	482	488	74	331	339	88	20	73	138	34	113
Grp Sat Flow(s),veh/h/ln	1774	1770	1791	1774	1770	1812	1774	1863	1583	1774	1770	1583
Q Serve(g_s), s	5.4	18.4	18.4	3.2	12.0	12.0	3.8	0.6	2.8	5.8	1.1	4.2
Cycle Q Clear(g_c), s	5.4	18.4	18.4	3.2	12.0	12.0	3.8	0.6	2.8	5.8	1.1	4.2
Prop In Lane	1.00		0.23	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	162	638	646	95	571	585	114	472	401	174	509	456
V/C Ratio(X)	0.78	0.76	0.76	0.78	0.58	0.58	0.77	0.04	0.18	0.79	0.07	0.25
Avail Cap(c_a), veh/h	302	725	734	196	619	634	235	472	401	288	509	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	21.6	21.6	35.9	21.7	21.7	35.4	21.7	22.5	33.9	19.9	21.0
Incr Delay (d2), s/veh	8.0	4.0	4.0	12.6	1.2	1.2	10.6	0.2	1.0	7.8	0.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	9.7	9.8	1.9	6.0	6.1	2.2	0.3	1.3	3.3	0.6	2.0
LnGrp Delay(d),s/veh	42.2	25.6	25.6	48.5	22.9	22.9	46.0	21.8	23.5	41.7	20.1	22.3
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1097			744			181			285	
Approach Delay, s/veh		27.5			25.4			34.2			31.4	
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
Phs Duration (G+Y+Rc), s	12.1	24.0	8.6	32.2	9.4	26.6	11.5	29.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	12.5	19.5	8.5	31.5	10.2	21.8	13.1	26.9
Max Q Clear Time (g_c+I1), s	7.8	4.8	5.2	20.4	5.8	6.2	7.4	14.0
Green Ext Time (p_c), s	0.1	1.0	0.0	7.3	0.1	1.0	0.1	8.2

Intersection Summary	
HCM 2010 Ctrl Delay	27.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	703	72	109	948	84	122	36	99	136	28	154
Future Volume (veh/h)	69	703	72	109	948	84	122	36	99	136	28	154
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	75	764	78	118	1030	91	133	39	108	148	30	167
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	96	1141	116	149	1255	111	166	457	389	183	451	404
Arrive On Green	0.05	0.35	0.35	0.08	0.38	0.38	0.09	0.25	0.25	0.10	0.26	0.26
Sat Flow, veh/h	1774	3243	331	1774	3290	291	1774	1863	1583	1774	1770	1583
Grp Volume(v), veh/h	75	417	425	118	554	567	133	39	108	148	30	167
Grp Sat Flow(s),veh/h/ln	1774	1770	1804	1774	1770	1811	1774	1863	1583	1774	1770	1583
Q Serve(g_s), s	3.5	16.7	16.7	5.5	23.5	23.6	6.1	1.3	4.6	6.8	1.1	7.3
Cycle Q Clear(g_c), s	3.5	16.7	16.7	5.5	23.5	23.6	6.1	1.3	4.6	6.8	1.1	7.3
Prop In Lane	1.00		0.18	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	96	622	635	149	675	691	166	457	389	183	451	404
V/C Ratio(X)	0.78	0.67	0.67	0.79	0.82	0.82	0.80	0.09	0.28	0.81	0.07	0.41
Avail Cap(c_a), veh/h	142	650	663	202	710	727	223	457	389	244	451	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	23.0	23.0	37.5	23.3	23.3	37.1	24.3	25.5	36.6	23.6	25.9
Incr Delay (d2), s/veh	14.8	2.5	2.5	14.0	7.3	7.2	13.8	0.4	1.8	13.7	0.3	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	8.5	8.7	3.2	12.8	13.0	3.6	0.7	2.2	4.0	0.6	3.5
LnGrp Delay(d),s/veh	53.8	25.5	25.4	51.5	30.6	30.5	50.9	24.6	27.3	50.3	23.9	29.0
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		917			1239			280			345	
Approach Delay, s/veh		27.8			32.5			38.1			37.7	
Approach LOS		C			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	25.0	11.5	33.9	12.3	25.8	9.0	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 Setting (Gmax), s	11.5	20.3	9.5	30.7	10.5	21.3	6.7	33.5
Max Q Clear Time (g_c+I1), s	8.8	6.6	7.5	18.7	8.1	9.3	5.5	25.6
Green Ext Time (p_c), s	0.1	1.5	0.0	8.9	0.1	1.4	0.0	6.3

Intersection Summary	
HCM 2010 Ctrl Delay	32.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	725	78	109	951	84	123	36	99	136	28	156
Future Volume (veh/h)	82	725	78	109	951	84	123	36	99	136	28	156
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	89	788	85	118	1034	91	134	39	108	148	30	170
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	1145	123	149	1234	109	167	454	385	183	446	399
Arrive On Green	0.06	0.36	0.36	0.08	0.37	0.37	0.09	0.24	0.24	0.10	0.25	0.25
Sat Flow, veh/h	1774	3223	348	1774	3292	290	1774	1863	1583	1774	1770	1583
Grp Volume(v), veh/h	89	433	440	118	556	569	134	39	108	148	30	170
Grp Sat Flow(s),veh/h/ln	1774	1770	1801	1774	1770	1812	1774	1863	1583	1774	1770	1583
Q Serve(g_s), s	4.2	17.5	17.5	5.5	24.0	24.1	6.2	1.4	4.7	6.9	1.1	7.6
Cycle Q Clear(g_c), s	4.2	17.5	17.5	5.5	24.0	24.1	6.2	1.4	4.7	6.9	1.1	7.6
Prop In Lane	1.00		0.19	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	114	629	640	149	663	679	167	454	385	183	446	399
V/C Ratio(X)	0.78	0.69	0.69	0.79	0.84	0.84	0.80	0.09	0.28	0.81	0.07	0.43
Avail Cap(c_a), veh/h	160	649	660	201	689	705	222	454	385	243	446	399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	23.1	23.1	37.8	23.9	23.9	37.3	24.6	25.8	36.9	23.9	26.3
Incr Delay (d2), s/veh	14.7	3.0	2.9	14.2	8.7	8.6	14.2	0.4	1.8	13.9	0.3	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	9.0	9.2	3.3	13.3	13.6	3.7	0.7	2.2	4.1	0.6	3.7
LnGrp Delay(d),s/veh	53.5	26.1	26.0	52.0	32.7	32.5	51.5	24.9	27.6	50.8	24.2	29.6
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		962			1243			281			348	
Approach Delay, s/veh		28.6			34.4			38.6			38.1	
Approach LOS		C			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	25.0	11.6	34.3	12.4	25.7	9.9	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 Setting (Gmax), s	11.5	20.2	9.5	30.8	10.5	21.2	7.6	32.7
Max Q Clear Time (g_c+I1), s	8.9	6.7	7.5	19.5	8.2	9.6	6.2	26.1
Green Ext Time (p_c), s	0.1	1.5	0.0	8.6	0.1	1.4	0.0	5.4

Intersection Summary	
HCM 2010 Ctrl Delay	33.3
HCM 2010 LOS	C