	ᄼ	-	*	1	←	4	4	†	1	L	-	ļ
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	MA		7					^	77.77		1/1/	444
Traffic Volume (veh/h)	380	0	320	0	0	0	0	770	1780	10	613	3363
Future Volume (veh/h)	380	0	320	0	0	0	0	770	1780	10	613	3363
Initial Q (Qb), veh	0	0	0				0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00		1.00	1.00
Work Zone On Approach		No						No				No
Adj Sat Flow, veh/h/ln	1870	0	1870				0	1870	1870		1870	1870
Adj Flow Rate, veh/h	384	0	0				0	778	0		619	3397
Peak Hour Factor	0.99	0.99	0.99				0.99	0.99	0.99		0.99	0.99
Percent Heavy Veh, %	2	0	2				0	2	2		2	2
Cap, veh/h	444	0					0	2094			694	4173
Arrive On Green	0.13	0.00	0.00				0.00	0.59	0.00		0.20	0.82
Sat Flow, veh/h	3456	0	1585				0	3647	2790		3456	5274
Grp Volume(v), veh/h	384	0	0				0	778	0		619	3397
Grp Sat Flow(s), veh/h/ln	1728	0	1585		THE ST		0	1777	1395		1728	1702
Q Serve(g_s), s	18.1	0.0	0.0				0.0	19.1	0.0		28.9	60.2
Cycle Q Clear(g_c), s	18.1	0.0	0.0				0.0	19.1	0.0		28.9	60.2
Prop In Lane	1.00		1.00				0.00	1761	1.00		1.00	A PROPERTY OF
Lane Grp Cap(c), veh/h	444	0					0	2094			694	4173
V/C Ratio(X)	0.86	0.00					0.00	0.37			0.89	0.81
Avail Cap(c_a), veh/h	740	0					0	2094			1365	4173
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00		1.00	1.00
Uniform Delay (d), s/veh	70.8	0.0	0.0				0.0	17.9	0.0		64.5	8.3
Incr Delay (d2), s/veh	5.8	0.0	0.0				0.0	0.5	0.0		4.3	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	0.0	0.0				0.0	8.0	0.0	T GENT	13.1	18.7
Unsig. Movement Delay, s/veh			0.00					100000000000000000000000000000000000000	EVEN			15.11
LnGrp Delay(d),s/veh	76.6	0.0	0.0	NA PERSONAL PROPERTY.	4 14 15		0.0	18.4	0.0		68.8	10.1
LnGrp LOS	Е	Α	Α				Α	В	305		E	В
Approach Vol. veh/h	P/Sylv	678	А			Sales in	Start's	778	Α		segmen.	4016
Approach Delay, s/veh		43.4	30.00					18.4	1.1			19.2
Approach LOS		D	SE E		Yes len	delicated to		В		Elivin	AULTED S	В
Timer - Assigned Phs	1	2		4		6		124/2010				
Phs Duration (G+Y+Rc), s	37.8	102.2		25.8		140.0		Salari h				Tion and
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	65.5	65.5		35.5	The second	135.5				12000	1000	Side in
Max Q Clear Time (g_c+l1), s	30.9	21.1		20.1		62.2		12-14	7/2015			
Green Ext Time (p_c), s	2.4	6.2		1.2		67.2			STATE OF	NG. E. S.	1	THE N
Intersection Summary	NE SEE											BEE
HCM 6th Ctrl Delay			22.1		1000			MARKE				
HCM 6th LOS			С									No. of Lot, Lot,
Notes		periodicate			(Elektrone		O HAVE BEEN		prise the same	No participate	Service .	NA ROLL
User approved ignoring U-Turn				MBS CO.				AT ALL DAY	0.00	A PROPERTY OF	10 - 2Hz	

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR] is included in calculations of the approach delay and intersection delay.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	SBR	
Lane Configurations	3311	
Traffic Volume (veh/h)	0	
Future Volume (veh/h)	0	
Initial Q (Qb), veh	0	
Ped-Bike Adj(A_pbT)	1.00	
Parking Bus, Adj	1.00	
Work Zone On Approach		
Adj Sat Flow, veh/h/ln	0	
Adj Flow Rate, veh/h	0	
Peak Hour Factor	0.99	
Percent Heavy Veh, %	0	
Cap, veh/h	0	
Arrive On Green	0.00	
Sat Flow, veh/h	0	
Grp Volume(v), veh/h	0	
Grp Sat Flow(s), veh/h/ln	0	
Q Serve(g_s), s	0.0	
Cycle Q Clear(g_c), s	0.0	
Prop In Lane	0.00	
Lane Grp Cap(c), veh/h	0	
V/C Ratio(X)	0.00	
Avail Cap(c_a), veh/h	0	
HCM Platoon Ratio	1.00	
Upstream Filter(I)	0.00	
Uniform Delay (d), s/veh	0.0	
Incr Delay (d2), s/veh	0.0	
Initial Q Delay(d3),s/veh	0.0	
%ile BackOfQ(50%),veh/ln	0.0	
Unsig. Movement Delay, s/ve	h	
LnGrp Delay(d),s/veh	0.0	
LnGrp LOS	Α	
Approach Vol, veh/h		
Approach Delay, s/veh		
Approach LOS		
Timer - Assigned Phs	September 1	
Timol / toolgifed (11)		

	۶	*	1	†	ţ	1
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations			1	44	† \$	0511
Traffic Volume (veh/h)	0	2470	310	830	1446	713
Future Volume (veh/h)	0	2470	310	830	1446	713
Initial Q (Qb), veh	U	2410	0	0.00	0	0
AND ALTERNATIVE AND			1.00	U	U	1.00
Ped-Bike Adj(A_pbT)	SELECTION OF THE PERSON NAMED IN	WHI DE	and the same of the same of	1.00	1.00	
Parking Bus, Adj	e ran		1.00	1.00	1.00	1.00
Work Zone On Approac	n		4070	No	No	1000
Adj Sat Flow, veh/h/ln			1870	1870	1870	1870
Adj Flow Rate, veh/h			313	838	1461	0
Peak Hour Factor			0.99	0.99	0.99	0.99
Percent Heavy Veh, %			2	2	2	2
Cap, veh/h			389	3244	2158	
Arrive On Green			0.22	0.91	0.61	0.00
Sat Flow, veh/h			1781	3647	3741	0
Grp Volume(v), veh/h			313	838	1461	0
Grp Sat Flow(s), veh/h/lr		West William	1781	1777	1777	0
Q Serve(g_s), s	Ellia		8.6	1.4	14.2	0.0
Cycle Q Clear(g_c), s		V 30 37 1	8.6	1.4	14.2	0.0
			1.00	1.4	14.2	0.00
Prop In Lane				2044	0450	0.00
Lane Grp Cap(c), veh/h			389	3244	2158	
V/C Ratio(X)			0.80	0.26	0.68	
Avail Cap(c_a), veh/h			879	5883	3819	
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(I)			1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	1		19.1	0.3	6.8	0.0
Incr Delay (d2), s/veh			3.9	0.0	0.4	0.0
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh	ı/ln		3.5	0.0	3.2	0.0
Unsig. Movement Delay						
LnGrp Delay(d),s/veh	Sec. 1	25 115	23.1	0.3	7.1	0.0
LnGrp LOS	PV CAN		C	A	Α	5.0
Approach Vol, veh/h	13 8 1	The sales		1151	1461	А
			7.50			A
Approach Delay, s/veh			a regardin	6.5	7.1	
Approach LOS	- N			Α	Α	Way !
Timer - Assigned Phs	100	2		00/2559	5	6
Phs Duration (G+Y+Rc)	S	51.6	MILEN		15.8	35.9
Change Period (Y+Rc),		4.5			4.5	4.5
Max Green Setting (Gm		85.5	W) Ser			55.5
			-		25.5	
Max Q Clear Time (g_c+		3.4	0.000	STORES	10.6	16.2
Green Ext Time (p_c), s		7.0			0.8	15.2
Intersection Summary			(Marian)	19 W		
HCM 6th Ctrl Delay			6.9			
HCM 6th LOS			Α			

User approved ignoring U-Turning movement.
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

	*	_	T		-	*
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	ሻሻ	7	44	7		个个
Traffic Volume (veh/h)	390	20	1048	830	0	1769
Future Volume (veh/h)	390	20	1048	830	0	1769
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approac		1.00	No	1.00	1.00	No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870
Adj Flow Rate, veh/h	406	0	1092	0	0	1843
Peak Hour Factor						
THE RESERVE AND ADDRESS OF THE PERSON NAMED IN COLUMN 2 IN COLUMN	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	0	2
Cap, veh/h	818	0.00	2499	0.00	0	2499
Arrive On Green	0.24	0.00	0.70	0.00	0.00	0.70
	3456	1585	3647	1585	0	3741
Grp Volume(v), veh/h	406	0	1092	0	0	1843
Grp Sat Flow(s), veh/h/lr	1728	1585	1777	1585	0	1777
Q Serve(g_s), s	15.2	0.0	19.7	0.0	0.0	47.9
Cycle Q Clear(g_c), s	15.2	0.0	19.7	0.0	0.0	47.9
Prop In Lane	1.00	1.00	20000	1.00	0.00	- Marie Sand
Lane Grp Cap(c), veh/h			2499		0	2499
V/C Ratio(X)	0.50		0.44		0.00	0.74
Avail Cap(c_a), veh/h	818		2499		0.00	2499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	A Property Common Commo	0.0	9.5	0.0	0.0	13.7
Incr Delay (d2), s/veh	2.1	0.0	0.6	0.0	0.0	2.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh		0.0	7.5	0.0	0.0	18.4
Unsig. Movement Delay	, s/veh	1				
LnGrp Delay(d),s/veh	51.7	0.0	10.1	0.0	0.0	15.7
LnGrp LOS	D		В		Α	В
Approach Vol, veh/h	406	А	1092	А		1843
Approach Delay, s/veh	51.7		10.1			15.7
Approach LOS	D		В	EALEN L		В
	U		U			0
Timer - Assigned Phs		2			- 1999	6
Phs Duration (G+Y+Rc)	, S	110.0			VI I	110.0
Change Period (Y+Rc),	S	4.5				4.5
Max Green Setting (Gm				en cuit	AV.	105.5
Max Q Clear Time (g_c+		21.7	-			49.9
Green Ext Time (p_c), s		10.5		EVE S	9 4 1	25.8
Intersection Summary	3 180	30,000	- SIBNE	RURAR	ZAUS LIVE	23.0
			40.0			
HCM 6th Ctrl Delay	1734		18.2		100	E Color
HCM 6th LOS			В			
Notes	CO ALL	HO ENDON		E4 E 4		EN GERRE

Notes
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

	•	\rightarrow	*	1	4	*	1	†	1	1	Ţ	4	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4		7	4	7"	4	1		T	朴孙		
Traffic Volume (veh/h)	0	10	10	430	0	40	10	668	410	70	1349	10	
Future Volume (veh/h)	0	10	10	430	0	40	10	668	410	70	1349	10	
nitial 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	111	1.00	1.00	***	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 Approac		No			No	100000000	1250000	No	and of the second		No	10/6/6/155	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	night and the second
Adj Flow Rate, veh/h	0	10	0	443	0	7	10	689	366	72	1391	10	
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	DV-ASSIGSMINISS-SNEED
Cap, veh/h	0	23	0	551	0	245	22	1344	713	94	2314	17	
Arrive On Green	0.00	0.01	0.00	0.15	0.00	0.15	0.01	0.60	0.60	0.05	0.64	0.64	
Sat Flow, veh/h	0.00	1870	0.00	3563	0.00	1585	1781	2242	1190	1781	3617	26	
Grp Volume(v), veh/h	0	10					HIDTOGRAS						
			0	443	0	7	10	546	509	72	683	718	
Grp Sat Flow(s),veh/h/lr		1870	0	1781	0	1585	1781	1777	1656	1781	1777	1866	METAL BUILDING TO BE
Serve(g_s), s	0.0	0.5	0.0	11.9	0.0	0.4	0.6	17.6	17.7	4.0	22.3	22.4	
Cycle Q Clear(g_c), s	0.0	0.5	0.0	11.9	0.0	0.4	0.6	17.6	17.7	4.0	22.3	22.4	When the same of t
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.72	1.00		0.01	
ane Grp Cap(c), veh/h		23	0	551	0	245	22	1065	992	94	1137	1194	
//C Ratio(X)	0.00	0.44	0.00	0.80	0.00	0.03	0.46	0.51	0.51	0.77	0.60	0.60	
Avail Cap(c_a), veh/h	0	122	0	987	0	439	332	1065	992	332	1137	1194	
ICM 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	
Jpstream Filter(I)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Jniform Delay (d), s/vel	0.0	48.7	0.0	40.5	0.0	35.6	48.7	11.5	11.5	46.4	10.5	10.5	
ncr Delay (d2), s/veh	0.0	12.8	0.0	2.8	0.0	0.0	14.6	1.8	1.9	12.2	2.4	2.2	
nitial 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%),vet	n/In0.0	0.3	0.0	5.4	0.0	0.1	0.3	6.8	6.3	2.0	8.3	8.7	
Jnsig. Movement Delay													
nGrp Delay(d),s/veh	0.0	61.5	0.0	43.3	0.0	35.7	63.3	13.3	13.4	58.6	12.8	12.7	
nGrp LOS	Α	Е	A	D	A	D	E	В	В	E	В	В	
approach Vol, veh/h		10		MED	450	neren	120EB	1065		NAME OF THE PERSON	1473	A COLUMN	district of the Black
pproach Delay, s/veh	1-11-75	61.5		and the same	43.2	الهجولية	100	13.8			15.0	WHO IS	
Approach LOS	al series	61.5 E	US OF US	1,4823	43.2 D	A 12 C		13.0 B		ANSME	15.0 B	MA TON	Brever and Mark
ipproduit E00					U		Sep. 13	D	11/4		D		
imer - Assigned Phs	1	2		4	5	6		8	A STATE		141	11/1/16/	
hs Duration (G+Y+Rc)	, s9.7	64.0		5.7	5.7	68.0	The state of	19.8					
Change Period (Y+Rc),		4.5		4.5	4.5	4.5		4.5					
Max Green Setting (Gm		59.5		6.5	18.5	59.5	STATE OF	27.5	371.03		Nalasi	PAN	SEDECTION OF PARTY
lax Q Clear Time (g_c-	The state of the s	19.7		2.5	2.6	24.4		13.9			10000		
Freen Ext Time (p_c), s		8.7	S. S. S.	0.0	0.0	12.5	lia titus	1.4		1 4 10			
ntersection Summary	319250	NAME OF THE OWNER, OWNE	.421	M. Contract	18/8/2/2		MESSAGE A		TAX SALES		pelpe,		mean the little and t
			10.0							and the same	THE REAL PROPERTY.		
ICM 6th Ctrl Delay ICM 6th LOS	N. C. WALL	No.	19.0 B		7.710	Mary William	MALE	MALE N	n the	THE REAL PROPERTY.	HE HAY	COMPR	
			В										
lotes	STATE OF	BAR	THE STATE OF	1000	1 THE		mel pres	A LANGE		the grade		THE PLAN	

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	7	1	F	ሻሻ	^	7	1	个个	7	7	^	7	
Traffic Volume (veh/h)	10	10	20	200	10	50	10	328	370	140	1199	10	
Future Volume (veh/h)	10	10	20	200	10	50	10	328	370	140	1199	10	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approac	ch	No			No			No		100000	No	- Adecises	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1856	1870	1870	1870	1870	
Adj Flow Rate, veh/h	11	11	1	211	11	6	11	345	0	147	1262	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, %	2	2	2	2	2	2	2	3	2	2	2	2	
Cap, veh/h	44	46	39	314	170	144	108	2173		781	1234	1046	
Arrive On Green	0.02	0.02	0.02	0.09	0.09	0.09	0.01	0.62	0.00	0.06	0.66	0.66	
Sat Flow, veh/h	1781	1870	1585	3456	1870	1585	1781	3526	1585	1781	1870	1585	
Grp Volume(v), veh/h	11	11	1	211	11	6	11	345	0	147	1262	7	
Grp Sat Flow(s), veh/h/l		1870	1585	1728	1870	1585	1781	1763	1585	1781	1870	1585	
Q Serve(g_s), s	0.5	0.5	0.1	5.0	0.5	0.3	0.2	3.5	0.0	2.4	56.2	0.1	NICE AND DESCRIPTION OF THE PARTY OF THE PAR
	0.5	0.5	0.1	5.0	0.5	0.3	0.2	3.5	0.0	2.4	56.2	0.1	
Cycle Q Clear(g_c), s Prop In Lane	1.00	0.5			0.3			3.3			30.2		
		40	1.00	1.00	470	1.00	1.00	0470	1.00	1.00	4004	1.00	
ane Grp Cap(c), veh/h		46	39	314	170	144	108	2173		781	1234	1046	
//C Ratio(X)	0.25	0.24	0.03	0.67	0.06	0.04	0.10	0.16		0.19	1.02	0.01	
Avail Cap(c_a), veh/h	471	494	419	1035	560	475	430	2173	4.00	1025	1234	1046	
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	
Jpstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
Jniform Delay (d), s/ve	A SEA Violente	40.8	40.5	37.5	35.4	35.3	22.1	6.9	0.0	4.7	14.5	5.0	
ncr Delay (d2), s/veh	2.9	2.6	0.3	2.5	0.2	0.1	0.4	0.2	0.0	0.1	31.5	0.0	
nitial Q Delay(d3),s/vel		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%),vel		0.3	0.0	2.2	0.2	0.1	0.1	1.2	0.0	0.6	27.1	0.0	
Jnsig. Movement Delay	the state of the s	in the second		WION-CO-				- Salatain	name of a tile out	NA COL	Dic Statistics		
.nGrp Delay(d),s/veh	43.7	43.4	40.8	40.0	35.6	35.5	22.5	7.1	0.0	4.8	46.0	5.0	
nGrp LOS	D	D	D	D	D	D	С	Α		Α	F	Α	
Approach Vol, veh/h		23			228			356	Α		1416		
Approach Delay, s/veh		43.4			39.7			7.6			41.5		
Approach LOS		D			D			Α			D		
imer - Assigned Phs	1	2		4	5	6	United to	8					
hs Duration (G+Y+Rc), s9.3	57.0	N. P.	6.6	5.6	60.7		12.2	Wast)	how ye	TIJE B		
Change Period (Y+Rc),		4.5		4.5	4.5	4.5		4.5					
Max Green Setting (Gm		52.5		22.5	16.5	52.5	H-SILL	25.5		5.640	NAME OF TAXABLE	100	
Max Q Clear Time (g_c		5.5		2.5	2.2	58.2		7.0					
Green Ext Time (p_c), s		2.4		0.0	0.0	0.0	1808	0.7					
ntersection Summary	(A)		Maria		42.51	95,282	Seller.		itsies S	9123950	Y p Y a	No.	
HCM 6th Ctrl Delay			35.4	and the same		n de la company	Holina		No Phi		100		
HCM 6th LOS		all a relati	D		1-54		100000	VIE. J. S.	London	200		-	
Notes	STelles	. Svene		BIBLI	tyrks plan	N 50 TH	MARK N	. DV 5.366		EDWS			
Jser approved ignoring	11 Tues	ina ma	vomon		0.035	Vita Die 1	100 NOV -		STANK	1000	Sec. Cons.		
Jser approved ignoring					lations	of the -	nnvc -	a dela	and luk	0 = 0 = 1'	المالة ما		

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection							media.	150-51				10-1	dayo ya canara	Single Single
Int Delay, s/veh	60.6													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		4			4			4	7		4			
Traffic Vol, veh/h	0	0	0	152	0	40	10	350	15	4	1190	0		592
Future Vol, veh/h	0	0	0	152	0	40	10	350	15	4	1190	0		
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	A STATE OF THE STA	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free		
RT Channelized			None			None			None			None		
Storage Length	2	1,21	- 6	2	4	-	-	-	350	-	-			
Veh in Median Storage	e,# -	0	WITE S		0			0	DAME!		0		WALL THE PARTY OF	15.
Grade, %	2	0	10	-	0	-	-	0	-	-	0			
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97		
Heavy Vehicles, %	2	2	2	2	2	20	2	3	42	25	2	2		
Mvmt Flow	0	0	0	157	0	41	10	361	15	4	1227	0		98-
Major/Minor	Minor2			Minor1		er of the	Major1			Jaior?	HE DOWN	NAME OF TAXABLE PARTY.		RIE (A)
Conflicting Flow All	1644	1631	1227	1616	1616	361		0		Major2	0	0		
The state of the s	1235	1235	1221	381	381		1227	0	0	376	0	0		
Stage 1	409					-		-		-	-	-		N.A.
Stage 2		396	-	1235	1235	- 0.4	4.40		-	4.05		-		-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.4	4.12	iii eite		4.35				
Critical Hdwy Stg 1	6.12	5.52	_	6.12	5.52	2	192	20	_	1/21	12	2		
Critical Hdwy Stg 2	6.12	5.52	2 240	6.12	5.52	0.40	0.040		-	0.405	*			
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.48	2.218	7217	2	2.425		-		No.
Pot Cap-1 Maneuver	80	101	217	~ 83	104	645	568	KH HE		1067	1			
Stage 1	216	249	-	641	613		1/2/			17 <u>2</u> 1				
Stage 2	619	604		216	249	-	-		VI CONT	-				35.0
Platoon blocked, %	70	00	047	0.4	100	0.45	500	_	ALIFECTURES .	1007	-	-		
Mov Cap-1 Maneuver	73	98	217	~ 81	100	645	568	- 2		1067				
Mov Cap-2 Maneuver	73	98	-	~ 81	100	2	// <u>-</u> -	-	-	-				
Stage 1	211	246	-	627	600			-						11-5
Stage 2	567	591	_	213	246	-	-	-	-	-		-		
Approach	EB	All and	and Later	WB	177		NB			SB	Walk I			
HCM Control Delay, s	0		\$	554.8			0.3		KINST.	0	E COLOR	VIII THE		
HCM LOS	Α	2015-51	30.7	F			0.000							
						i de la la	The State	MAIN!		Tage 5			ic granton to a	1112
Maria	140	MIDI	MDT	NOD	-01-40	/D1 2	001	ODT	222					-
Minor Lane/Major Mvm	I	NBL	NBT		EBLn1V		SBL	SBT	SBR			MEETER.		
Capacity (veh/h)		568				99	1067	E. 14		100				- EL E
HCM Lane V/C Ratio		0.018	-	()		1.999	0.004	-	<u>~</u>					
HCM Control Delay (s)		11.5	0		0.000	554.8	8.4	0	*		ALLES			1
HCM Lane LOS		В	Α	(4)	Α	F	Α	Α	2					
HCM 95th %tile Q(veh)	0.1	-		2	16.8	0		-					1
Notes			Seatt.				CALL SE			PARTY		NEW E		200
~: Volume exceeds cap	pacity	\$ De	elay exc	eeds 3	00s -	+ Com	putation	Not De	efined	*· All	major v	olume i	in platoon	
. Folding oxocodo od	Jaonty	ψ. υ	naj one	0000	000	. 00111	Pulduoi	THOI DO	Jilliou	. 740	inajoi v	Olullio I	ii piatoon	-101

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	10/10		7"					44	77.77	1/1/	ተተተ	
Traffic Volume (veh/h)	590	0	300	0	0	0	0	840	2690	660	1970	0
Future Volume (veh/h)	590	0	300	0	0	0	0	840	2690	660	1970	0
Initial Q (Qb), 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	
Adj Sat Flow, veh/h/ln	1796	0	1796				0	1856	1870	1870	1870	0
Adj Flow Rate, veh/h	621	0	0				0	884	1779	695	2074	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, %	7	0	7			77.00	0	3	2	2	2	0
Cap, veh/h	652	0	-		100		0	1786	1413	767	3847	0
Arrive On Green	0.20	0.00	0.00				0.00	0.51	0.51	0.22	0.75	0.00
Sat Flow, veh/h	3319	0	1522	4	No. of Lot		0	3618	2790	3456	5274	0
Grp Volume(v), veh/h	621	0	0				0	884	1779	695	2074	0
Grp Sat Flow(s), veh/h/ln	1659	0	1522				0	1763	1395	1728	1702	0
Q Serve(g_s), s	33.3	0.0	0.0				0.0	29.7	91.1	35.2	30.3	0.0
Cycle Q Clear(g_c), s	33.3	0.0	0.0		W. N. 193		0.0	29.7	91.1	35.2	30.3	0.0
Prop In Lane	1.00	0.0	1.00				0.00	20.1	1.00	1.00	00.0	0.00
Lane Grp Cap(c), veh/h	652	0					0	1786	1413	767	3847	0.00
V/C Ratio(X)	0.95	0.00					0.00	0.50	1.26	0.91	0.54	0.00
Avail Cap(c_a), veh/h	655	0					0.00	1786	1413	1259	3847	0.00
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	71.4	0.0	0.0				0.0	29.2	44.4	68.1	9.2	0.0
Incr Delay (d2), s/veh	23.9	0.0	0.0			10 12 12	0.0	1.0	122.4	5.9	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.5	0.0	0.0	A CHESTON	ENVIRE	20 11 2	0.0	13.0	54.9	16.2	10.9	0.0
Unsig. Movement Delay, s/veh	10.0	0.0	0.00			U.BO.E.N.	0.0	10.0	07.0	10.2	10.0	0.0
LnGrp Delay(d),s/veh	95.3	0.0	0.0	ROS IN			0.0	30.2	166.8	74.1	9.8	0.0
LnGrp LOS	F	A	Α	100		0.000	Α	C	F	E	Α	Α
Approach Vol, veh/h	COLUMN	908	A		THE WOOD	and the same		2663		No.	2769	
Approach Delay, s/veh		65.2	А					121.5				
Approach LOS	AND THE	03.2 E	SASTI RUS			- The Park		121.5 F	LITTLE DE LA COLONIA	**************************************	25.9 C	Marine
		E			The sale	A LINE WAY	and the same	- 5			C	
Timer - Assigned Phs	1	2	T. Sayor	4	Valley of	6					THE REAL PROPERTY.	
Phs Duration (G+Y+Rc), s	44.4	95.6		39.8		140.0				NA THE		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	65.5	65.5		35.5	THE BALL	135.5				SEE LON		1
Max Q Clear Time (g_c+l1), s	37.2	93.1		35.3		32.3						
Green Ext Time (p_c), s	2.7	0.0		0.1		35.8			JV 1 53			C24.0
Intersection Summary	No.	States			1000	In Course	all type		Pillian V	Tarta San		
HCM 6th Ctrl Delay	1884		71.7					NAME OF THE OWNER, OWNE				
HCM 6th LOS			E						- American			
Notes	ALS FRANT										on cush	
User approved ignoring U-Turn	ina mov	ement.			THE RESERVE		or other banks					
Unsignalized Delay for [EBR] is			lations of	the appr	oach dela	y and inte	ersection	delay.				

•		1	1	T	*	*	
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
ane Configurations			N.	44	^1>		
raffic Volume (veh/h)	0	1480	140	1210	1180	410	
uture Volume (veh/h)	0	1480	140	1210	1180	410	
nitial Q (Qb), veh	MHS		0	0	0	0	
Ped-Bike Adj(A_pbT)	EUL		1.00			1.00	네티크스(이 100명으로) (14.1.) 이 이 그리고 하는 그리고 하는 그리고 하는데 이 수로 하는데 하는데 이 수로 하는데 하는데 이 기를 받는데 하는데 하는데 하는데 하는데 하는데 하는데 하는데 하는데 하는데 하
arking Bus, Adj	N SII	DA N	1.00	1.00	1.00	1.00	Management and State of School Section 1997
Vork Zone On Approach			1.00	No	No	1.00	
dj Sat Flow, veh/h/ln	and the same	and the	1811	1841	1870	1870	Parally State and State an
dj Flow Rate, veh/h			147	1274	1242	0	
eak Hour Factor	(1991)	NAME OF THE OWNER, OWNE	0.95	0.95	0.95	0.95	
Percent Heavy Veh, %			6	4	2	2	
Cap, veh/h	والانتاك	in the same	197	3036	2210	reseguir	
Arrive On Green			0.11	0.87	0.62	0.00	(BEET) [2] 20 1일 (1900년 1일
ACTORIO DE CONTRA DE LA COMPANSA DE CONTRA DE			1725	3589		100000000000000000000000000000000000000	
at Flow, veh/h				A STATE OF THE PARTY OF THE PAR	3741	0	
Grp Volume(v), veh/h			147	1274	1242	0	
Srp Sat Flow(s), veh/h/ln			1725	1749	1777	0	
Serve(g_s), s			2.8	2.6	6.9	0.0	
cycle Q Clear(g_c), s			2.8	2.6	6.9	0.0	
rop In Lane			1.00			0.00	
ane Grp Cap(c), veh/h			197	3036	2210		
//C Ratio(X)			0.75	0.42	0.56		
vail Cap(c_a), veh/h			1291	8774	5787		
ICM Platoon Ratio			1.00	1.00	1.00	1.00	
pstream Filter(I)			1.00	1.00	1.00	0.00	
Iniform Delay (d), s/veh			14.6	0.5	3.7	0.0	
ncr Delay (d2), s/veh			5.6	0.1	0.2	0.0	
nitial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0	
lile BackOfQ(50%),veh/			1.2	0.0	0.5	0.0	
nsig. Movement Delay,	s/veh						
nGrp Delay(d),s/veh			20.2	0.6	4.0	0.0	
nGrp LOS			С	Α	Α		
pproach Vol, veh/h			TE THE	1421	1242	Α	
pproach Delay, s/veh				2.6	4.0		
pproach LOS		12 32		A	Α	1777	
10000000000000000000000000000000000000	OLENIA DE			0,10			
imer - Assigned Phs	et als	2			5	6	
hs Duration (G+Y+Rc),		34.1			8.4	25.7	
hange Period (Y+Rc), s		4.5			4.5	4.5	
lax Green Setting (Gma		85.5			25.5	55.5	
lax Q Clear Time (g_c+l	1), s	4.6			4.8	8.9	
reen Ext Time (p_c), s		13.7			0.4	12.3	
itersection Summary	V St. no.	35.85		SHEET	0350300	E REEL	
			2.0				
CM 6th Ctrl Delay	- 03		3.2	14 6	A Company	-125	
CM 6th LOS			Α				
					THE RESERVE	PAR FOR	
otes							
otes ser approved ignoring U	I-Turn	nina mo	vement		in the same		

5:00 pm 11/08/2019

Synchro 10 Report

	•	*	Ť	~	1	ţ	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	· 医心理学的现在分词 1200年 (1900年) · 1200年 (1900年)
Lane Configurations	77	7	个个	7		个个	
Traffic Volume (veh/h)	620	40	1280	350	0	950	
Future Volume (veh/h)	620	40	1280	350	0	950	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	13431	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approac	h No	TEHOSE	No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1841	1870	0	1870	
Adj Flow Rate, veh/h	633	0	1306	0	0	969	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	
Percent Heavy Veh, %	2	2	4	2	0	2	
Cap, veh/h	818	Stanie.	2460		0	2499	
Arrive On Green	0.24	0.00	0.70	0.00	0.00	0.70	
Sat Flow, veh/h	3456	1585	3589	1585	0	3741	
Grp Volume(v), veh/h	633	0	1306	0	0	969	
Grp Sat Flow(s), veh/h/li		1585	1749	1585	0	1777	
Q Serve(g_s), s	25.7	0.0	26.5	0.0	0.0	16.7	
Cycle Q Clear(g_c), s	25.7	0.0	26.5	0.0	0.0	16.7	
Prop In Lane	1.00	1.00	20.0	1.00	0.00	10.7	
ane Grp Cap(c), veh/h		1.00	2460	1.00	0.00	2499	
V/C Ratio(X)	0.77		0.53		0.00	0.39	
Avail Cap(c_a), veh/h	818		2460		0.00	2499	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	
Uniform Delay (d), s/vel		0.0	10.5	0.0	0.0	9.1	
	7.0	0.0	0.8	0.0	0.0	0.5	
ncr Delay (d2), s/veh							
nitial Q Delay(d3),s/veh		0.0	9.9	0.0	0.0	0.0 6.3	
%ile BackOfQ(50%),vel			9.9	0.0	0.0	0.3	
Jnsig. Movement Delay	the second description of the second		44.4	0.0	0.0	0.5	
nGrp Delay(d),s/veh	60.5	0.0	11.4	0.0	0.0	9.5	
InGrp LOS	E	7.5	В		Α	A	
Approach Vol, veh/h	633	Α	1306	Α	1	969	
Approach Delay, s/veh	60.5		11.4	110 5000		9.5	
Approach LOS	E		В		A PAR	Α	
Timer - Assigned Phs	real sea	2				6	8
Phs Duration (G+Y+Rc)	, S	110.0				110.0	40.0
Change Period (Y+Rc),		4.5				4.5	4.5
Max Green Setting (Gm	ax), s	105.5				105.5	35.5
Max Q Clear Time (g_c-	+l1), s	28.5				18.7	27.7
Green Ext Time (p_c), s		14.3		25.00		8.7	1.6
ntersection Summary							
HCM 6th Ctrl Delay		Kara I	21.5		1 57		
HCM 6th LOS			C				

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4		ሻ	4	7	7	1 h		7	介		
Traffic Volume (veh/h)	0	0	10	290	10	70	10	1140	180	30	660	10	
Future Volume (veh/h)	0	0	10	290	10	70	10	1140	180	30	660	10	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approac	h	No			No			No		11000000	No	A10100000	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1870	1856	1870	1841	1841	1870	1870	1870	
Adj Flow Rate, veh/h	0	0	0	313	0	11	11	1200	182	32	695	10	
Peak Hour Factor	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, %	2	2	2	4	2	3	2	4	4	2	2	2	
Cap, veh/h	0	2	0	427	0	191	24	2104	318	55	2540	37	THE PARTY OF THE
Arrive On Green	0.00	0.00	0.00	0.12	0.00	0.12	0.01	0.69	0.69	0.03	0.71	0.71	
Sat Flow, veh/h	0	1870	0	3506	0	1572	1781	3047	460	1781	3586	52	STATE STATE OF THE
Grp Volume(v), veh/h	0	0	0	313	0	11	11	686	696	32	344	361	
Grp Sat Flow(s), veh/h/lr		1870	0	1753	0	1572	1781	1749	1758	1781	1777	1861	
Q Serve(g_s), s	0.0	0.0	0.0	7.4	0.0	0.5	0.5	17.2	17.5	1.5	6.0	6.0	
Cycle Q Clear(g_c), s	0.0	0.0	0.0	7.4	0.0	0.5	0.5	17.2	17.5	1.5	6.0	6.0	
Prop In Lane	0.00	0.0	0.00	1.00	0.0	1.00	1.00	11.5	0.26	1.00	0.0	0.03	
Lane Grp Cap(c), veh/h		2	0	427	0	191	24	1208	1214	55	1258	1318	
V/C Ratio(X)	0.00	0.00	0.00	0.73	0.00	0.06	0.46	0.57	0.57	0.58	0.27	0.27	
Avail Cap(c_a), veh/h	0	141	0	1119	0	502	382	1208	1214	382	1258	1318	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh		0.0	0.0	36.5	0.0	33.5	42.2	6.8	6.8	41.2	4.6	4.6	
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.5	0.0	0.1	13.1	1.9	2.0	9.2	0.5	0.5	
nitial 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	
%ile BackOfQ(50%),veh		0.0	0.0	3.3	0.0	0.2	0.3	5.5	5.6	0.8	1.8	1.9	The State of the State of Stat
Jnsig. Movement Delay			0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	1.0	1.0	ASSESSED NO. 10 P. L. C.
_nGrp Delay(d),s/veh	0.0	0.0	0.0	38.9	0.0	33.6	55.3	8.7	8.8	50.4	5.1	5.1	A Secretary and Control
LnGrp LOS	A	Α	A	D	Α	C	E	Α	Α	D	Α	A	
Approach Vol, veh/h		0		U	324	0		1393		U	737	A	Contract to the Paris
100		0.0		MARKET.			200 <u>-</u> 283						
Approach Delay, s/veh Approach LOS	TO SERVE	0.0	SHEWITZ	AVIS NEW	38.8 D		mica da	9.1 A		E BEI	7.0 A	III was a	
Approach LOS	, P2 L20	US V			D			A			A		
Timer - Assigned Phs	1	2	SALE (4	5	6		8	deta.				
Phs Duration (G+Y+Rc)	, s7.2	64.0		0.0	5.7	65.5		15.0					
Change Period (Y+Rc),		4.5		4.5	4.5	4.5		4.5					
Max Green Setting (Gm		59.5	NE PER	6.5	18.5	59.5		27.5			NAME OF		
Max Q Clear Time (g_c-		19.5		0.0	2.5	8.0		9.4					
Green Ext Time (p_c), s		13.0		0.0	0.0	4.8	1	1.1		ASSESSE			
Intersection Summary						1000			e Sejin Se	500	9/19/1		And a little barrier
HCM 6th Ctrl Delay			12.4	MATTER STATE	Reserved.	in the same			RA SI				
HCM 6th LOS			В					-					
Notes	SAME					MEST		9868		100	ale solu	Na Tales	

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Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	T	^	7		TT	^	7	7	个个	7	7	4	7	
Traffic Volume (veh/h)	10	10	10	10	380	10	170	20	1090	100	50	320	30	
Future Volume (veh/h)	10	10	10	10	380	10	170	20	1090	100	50	320	30	
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	A HA	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	THE RESERVE
Work Zone On Approac	h	No				No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870		1870	1870	1870	1870	1841	1811	1841	1841	1870	
Adj Flow Rate, veh/h	12	12	1		447	12	42	24	1282	0	59	376	35	
Peak Hour Factor	0.85	0.85	0.85		0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	
Percent Heavy Veh, %	2	2	2		2	2	2	2	4	6	4	4	2	
Cap, veh/h	46	48	41		563	305	258	596	2003		291	1086	935	
Arrive On Green	0.03	0.03	0.03		0.16	0.16	0.16	0.02	0.57	0.00	0.04	0.59	0.59	
Sat Flow, veh/h	1781	1870	1585		3456	1870	1585	1781	3497	1535	1753	1841	1585	
Grp Volume(v), veh/h	12	12	1		447	12	42	24	1282	0	59	376	35	
Grp Sat Flow(s),veh/h/lr		1870	1585		1728	1870	1585	1781	1749	1535	1753	1841	1585	
Q Serve(g_s), s	0.6	0.6	0.1		11.4	0.5	2.1	0.5	22.7	0.0	1.2	9.6	0.8	
Cycle Q Clear(g_c), s	0.6	0.6	0.1		11.4	0.5	2.1	0.5	22.7	0.0	1.2	9.6	0.8	
Prop In Lane	1.00		1.00		1.00		1.00	1.00		1.00	1.00		1.00	
ane Grp Cap(c), veh/h		48	41	4	563	305	258	596	2003		291	1086	935	
V/C Ratio(X)	0.26	0.25	0.02		0.79	0.04	0.16	0.04	0.64		0.20	0.35	0.04	
Avail Cap(c_a), veh/h	437	459	389		961	520	441	872	2003		532	1086	935	
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	
Jpstream Filter(I)	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/vel		43.8	43.5		36.9	32.3	33.0	7.9	13.2	0.0	10.3	9.7	7.9	
ncr Delay (d2), s/veh	3.0	2.7	0.2	S. LE	2.6	0.1	0.3	0.0	1.6	0.0	0.3	0.9	0.1	distribution of
nitial 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	
%ile BackOfQ(50%),vel		0.3	0.0		5.0	0.2	0.8	0.2	8.3	0.0	0.4	3.5	0.3	
Unsig. Movement Delay			00-00-00-00-00-00-00-00-00-00-00-00-00-		2001		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		100000000	77.7	V.10			Latin Actual
_nGrp Delay(d),s/veh	46.8	46.5	43.8		39.5	32.4	33.3	7.9	14.8	0.0	10.6	10.6	8.0	
_nGrp LOS	D	D	D		D	С	C	A	В	300	В	В	A	
Approach Vol, veh/h	116816	25	EULES	14,260		501			1306	А		470	Walter Street	CONTRACTOR OF THE
Approach Delay, s/veh		46.5			in the	38.8		N PER LA LA	14.7	11		10.4		
Approach LOS		D	3 b) 'E		011132	D		VATES	В			В		AND POST OF STREET
PP. OCO. 1 E-OO					TOTAL STREET	D					College College	U		
Fimer - Assigned Phs	1	2	NEW Y	4	5	6	12.10	8						
Phs Duration (G+Y+Rc)		57.0		6.9	6.8	58.6		19.4						
Change Period (Y+Rc),		4.5		4.5	4.5	4.5		4.5						
Max Green Setting (Gm		52.5		22.5	16.5	52.5	TA SE	25.5						
Max Q Clear Time (g_c-		24.7		2.6	2.5	11.6		13.4						
Green Ext Time (p_c), s	0.1	11.1		0.0	0.0	2.3		1.5		O POLICE			C Sin	
ntersection Summary											pilbije.			
HCM 6th Ctrl Delay			19.4											
HCM 6th LOS			В											
Notes	TACES.	FU					PROPERTY.	Tru/JEP		WEST.			RAVE D	
Jser approved ignoring					ati	-641			1					
Insignalized Delay for [MRK	s exclud	ied fror	n calcul	ations	or the a	pproact	i delay	and inte	ersectio	n delay		1	Services And a

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Movement	Intersection						d'Anna			Circial		i leante		
Lane Configurations	Int Delay, s/veh	0.9												
Traffic Vol. veh/h	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Vol. veh/h	Lane Configurations		4			4			41	F		41>		
Conflicting Peds, #/hr 0		0		0	7		7	0		The second second second	21	THE RESERVE OF THE PARTY OF THE	0	
Sign Control Stop Stop Stop Stop Stop Stop Stop Stop Free	Future Vol, veh/h	0	0	0	7	0	7	0	1250	42	21	360	0	
RT Channelized	Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Storage Length	Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
Veh in Median Storage, # 0 - Per	RT Channelized	1		None			None	-1		None	or, Ter		None	
Grade, % - 0 - 0 - 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 0 - 0	Storage Length	-		-	-	-	-	-	-	350	120	_	=	
Peak Hour Factor 83	Veh in Median Storage	e,# -	0		1	0	-		0			0	-	STATE OF THE PARTY
Heavy Vehicles, % 2 2 2 14 2 2 2 3 4 4 4 2 2 2 3 4 4 4 4 2 4 4 4 4 4	Grade, %	-	0	-	-	0	2	-	0	_	120	0	-	
Major/Minor Minor2 Minor1 Major2 Major2 Major3 Major4 Major5 Major5 Major6 Major6 Major6 Major6 Major7 Major7 Major7 Major7 Major7 Major7 Major8 Major	Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83	
Major/Minor Minor2 Minor1 Major1 Major2	Heavy Vehicles, %	2	2	2	14	2	2	2	3	4	4	4	2	
Conflicting Flow All 2020 2041 434 1990 1990 1506 434 0 0 1557 0 0	Mvmt Flow	0	0	0	8	0	8	0	1506	51	25	434	0	
Conflicting Flow All 2020 2041 434 1990 1990 1506 434 0 0 1557 0 0														
Stage 1 484 484 - 1506 1506	Major/Minor I	Minor2		TO SEL	Minor1	7 870		Major1		1	Major2			
Stage 1 484 484 - 1506 1506	Conflicting Flow All	2020	2041	434	1990	1990	1506	434	0	0	1557	0	0	
Critical Hdwy 7.12 6.52 6.22 7.24 6.52 6.22 4.12 - 4.14 - Critical Hdwy Stg 1 6.12 5.52 - 6.24 5.52 - - - - - Critical Hdwy Stg 2 6.12 5.52 - 6.24 5.52 - - - - - Follow-up Hdwy 3.518 4.018 3.318 3.626 4.018 3.318 2.218 - - - - Pot Cap-1 Maneuver 43 56 622 42 61 149 1126 - 419 - Stage 1 564 552 - 142 184 - - - - Platoon blocked, % - - - - - - - - - Mov Cap-1 Maneuver 38 52 622 39 56 149 1126 - 419 - Stage 1 564 508 - 142 184 - - -		484	484		1506	1506		(#)		-	1960		-	
Critical Hdwy Stg 1 6.12 5.52 - 6.24 5.52 - - - - - - Critical Hdwy Stg 2 6.12 5.52 - 6.24 5.52 - </td <td>Stage 2</td> <td>1536</td> <td>1557</td> <td></td> <td>484</td> <td>484</td> <td></td> <td>-</td> <td>-</td> <td>-</td> <td></td> <td></td> <td>20</td> <td></td>	Stage 2	1536	1557		484	484		-	-	-			20	
Critical Hdwy Stg 2 6.12 5.52 - 6.24 5.52 -	Critical Hdwy	7.12	6.52	6.22	7.24	6.52	6.22	4.12	-	27	4.14		-	
Follow-up Hdwy 3.518 4.018 3.318 3.626 4.018 3.318 2.218 2.236 Pot Cap-1 Maneuver 43 56 622 42 61 149 1126 419 Stage 1 564 552 - 142 184	Critical Hdwy Stg 1	6.12	5.52	-	6.24	5.52		-	-	#	848	- 4	=	
Pot Cap-1 Maneuver	Critical Hdwy Stg 2	6.12	5.52		6.24	5.52	-	(+)	4	4	4	4	+ 0	
Stage 1 564 552 - 142 184 -	Follow-up Hdwy	3.518	4.018	3.318	3.626	4.018	3.318	2.218	=	4	2.236	-	·*	
Stage 2 145 174 - 542 552 -	Pot Cap-1 Maneuver	43	56	622	42	61	149	1126		-	419		1	
Platoon blocked, %	Stage 1	564	552	*	142	184	-	1	4	-		-	4	
Mov Cap-1 Maneuver 38 52 622 39 56 149 1126 - - 419 - Mov Cap-2 Maneuver 38 52 - 39 56 -	Stage 2	145	174		542	552	-		*	-	100	4		
Mov Cap-2 Maneuver 38 52 - 39 56 -	Platoon blocked, %								-	-		2	-	
Stage 1 564 508 - 142 184 -	Mov Cap-1 Maneuver	38	52	622	39	56	149	1126	2	-	419	-		
Stage 2 137 174 - 499 508 -	Mov Cap-2 Maneuver	38	52		39	56	-	:#3	4	-	141	4	-	
Approach EB WB NB SB HCM Control Delay, s 0 83.5 0 0.8 HCM LOS A F F Minor Lane/Major Mvmt NBL NBT NBR EBLn1WBLn1 SBL SBT SBR Capacity (veh/h) 1126 - - 62 419 - - HCM Lane V/C Ratio - - - 0.272 0.06 - - HCM Control Delay (s) 0 - - 0 83.5 14.1 0 - HCM Lane LOS A - A F B A -	Stage 1	564	508	*	142	184			=	-	14-11	-		
HCM Control Delay, s 0 83.5 0 0.8 HCM LOS A F Minor Lane/Major Mvmt NBL NBT NBR EBLn1WBLn1 SBL SBT SBR Capacity (veh/h) 1126 62 419 HCM Lane V/C Ratio 0.272 0.06 HCM Control Delay (s) 0 - 0 83.5 14.1 0 - HCM Lane LOS A - A F B A -	Stage 2	137	174		499	508		(- 1)	4	-	345	2	-	
HCM Control Delay, s 0 83.5 0 0.8 HCM LOS A F Minor Lane/Major Mvmt NBL NBT NBR EBLn1WBLn1 SBL SBT SBR Capacity (veh/h) 1126 62 419 HCM Lane V/C Ratio 0.272 0.06 HCM Control Delay (s) 0 - 0 83.5 14.1 0 - HCM Lane LOS A - A F B A -														
Minor Lane/Major Mvmt NBL NBT NBR EBLn1WBLn1 SBL SBT SBR Capacity (veh/h) 1126 - - 62 419 - - HCM Lane V/C Ratio - - - 0.272 0.06 - - HCM Control Delay (s) 0 - - 0 83.5 14.1 0 - HCM Lane LOS A - A F B A -	Approach	EB			WB	NET PER CU	APPLE SIL	NB			SB			
Minor Lane/Major Mvmt NBL NBT NBR EBLn1WBLn1 SBL SBT SBR Capacity (veh/h) 1126 - - 62 419 - - HCM Lane V/C Ratio - - - 0.272 0.06 - - HCM Control Delay (s) 0 - - 0 83.5 14.1 0 - HCM Lane LOS A - A F B A -	HCM Control Delay, s	0			83.5			0			0.8			
Capacity (veh/h) 1126 62 419 HCM Lane V/C Ratio 0.272 0.06 HCM Control Delay (s) 0 0 83.5 14.1 0 HCM Lane LOS A - A F B A -	HCM LOS	Α			F						03020			
Capacity (veh/h) 1126 62 419 HCM Lane V/C Ratio 0.272 0.06 HCM Control Delay (s) 0 0 83.5 14.1 0 HCM Lane LOS A - A F B A -			1067										4.1	
HCM Lane V/C Ratio - - - 0.272 0.06 - - HCM Control Delay (s) 0 - - 0 83.5 14.1 0 - HCM Lane LOS A - A F B A -	Minor Lane/Major Mvm	t	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR	Ziani			
HCM Control Delay (s) 0 0 83.5 14.1 0 - HCM Lane LOS A A F B A -	Capacity (veh/h)		1126		100		62	419	-					
HCM Control Delay (s) 0 0 83.5 14.1 0 - HCM Lane LOS A A F B A -	HCM Lane V/C Ratio		-		-		0.272	0.06	-					
HCM Lane LOS A A F B A -	HCM Control Delay (s)	A Storm	0	8 .		0	83.5	14.1	0					
	HCM Lane LOS		Α			Α	F		Α	-				
	HCM 95th %tile Q(veh)		0				1		THE RESERVE				4 3 4	

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	44		7"					^	77		14	ተ
Traffic Volume (veh/h)	390	0	320	0	0	0	0	790	1810	10	540	3400
Future Volume (veh/h)	390	0	320	0	0	0	0	790	1810	10	540	3400
Initial Q (Qb), veh	0	0	0				0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00		1.00	1.00
Work Zone On Approach		No						No				No
Adj Sat Flow, veh/h/ln	1870	0	1870	Mary Co.			0	1870	1870		1870	1870
Adj Flow Rate, veh/h	394	0	0				0	798	0	Management	545	3434
Peak Hour Factor	0.99	0.99	0.99				0.99	0.99	0.99		0.99	0.99
Percent Heavy Veh, %	2	0	2		-		0	2	2		2	2
Cap, veh/h	454	0					0	2165			616	4159
Arrive On Green	0.13	0.00	0.00				0.00	0.61	0.00		0.18	0.81
Sat Flow, veh/h	3456	0	1585		10-61		0	3647	2790	t/diameter	3456	5274
Grp Volume(v), veh/h	394	. 0	0				0	798	0		545	3434
Grp Sat Flow(s), veh/h/ln	1728	0	1585				0	1777	1395		1728	1702
Q Serve(g_s), s	18.6	0.0	0.0				0.0	18.8	0.0		25.6	63.4
Cycle Q Clear(g_c), s	18.6	0.0	0.0				0.0	18.8	0.0		25.6	63.4
Prop In Lane	1.00		1.00			-	0.00		1.00		1.00	-
Lane Grp Cap(c), veh/h	454	0					0	2165			616	4159
V/C Ratio(X)	0.87	0.00					0.00	0.37			0.88	0.83
Avail Cap(c_a), veh/h	737	0					0	2165			1361	4159
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00		1.00	1.00
Uniform Delay (d), s/veh	70.8	0.0	0.0				0.0	16.4	0.0		66.7	8.7
Incr Delay (d2), s/veh	6.3	0.0	0.0	1000			0.0	0.5	0.0		4.5	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	-			0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	0.0	0.0				0.0	7.8	0.0		11.7	19.9
Unsig. Movement Delay, s/veh		200	0.00				1500					
LnGrp Delay(d),s/veh	77.2	0.0	0.0				0.0	16.9	0.0		71.1	10.7
LnGrp LOS	E	A	Α				Α	В			E	В
Approach Vol, veh/h	The Party	688	A					798	Α			3979
Approach Delay, s/veh		44.2				4.		16.9				19.0
Approach LOS		D						В				В
Timer - Assigned Phs	1.	2		4	on-gran	6	-MOIDA					
Phs Duration (G+Y+Rc), s	34.2	105.8		26.4		140.0					WE HIS	
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	65.5	65.5		35.5		135.5	1					
Max Q Clear Time (g_c+l1), s	27.6	20.8		20.6		65.4						
Green Ext Time (p_c), s	2.1	6.4		1.3		65.0		Water land	The State of		150 150	
Intersection Summary					44.		s in is					W. Carlot
HCM 6th Ctrl Delay			21.9	Alfan.		CINE .						
HCM 6th LOS			С									

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR] is included in calculations of the approach delay and intersection delay.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

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M.	000
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	0
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.99
Percent Heavy Veh, %	0
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0.00
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.00
Incr Delay (d2), s/veh	0.0
	95600000
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	
Unsig. Movement Delay, s/v	
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	Α
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	
Timor 700 griou i 113	

06/08/2020

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		W.I	•			

			15/15/	0.70		- 15 		
Movement E	EBL	EBR	NBU	NBL	NBT	SBT	SBR	
Lane Configurations				7	44	1		
Traffic Volume (veh/h)	0	2520	10	320	840	1360	700	
Future Volume (veh/h)	0	2520	10	320	840	1360	700	
Initial Q (Qb), veh				0	0	0	0	
Ped-Bike Adj(A_pbT)				1.00			1.00	
Parking Bus, Adj				1.00	1.00	1.00	1.00	
Work Zone On Approach					No	No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	
Adj Flow Rate, veh/h				323	848	1374	0	
Peak Hour Factor				0.99	0.99	0.99	0.99	
Percent Heavy Veh, %				2	2	2	2	
Cap, veh/h				404	3225	2090		
Arrive On Green				0.23	0.91	0.59	0.00	
Sat Flow, veh/h		7/1/13		1781	3647	3741	0	CARL CARL CARL CARL CARL CARL CARL CARL
Grp Volume(v), veh/h				323	848	1374	0	
Grp Sat Flow(s), veh/h/ln				1781	1777	1777	0	
Q Serve(g_s), s				8.3	1.4	12.6	0.0	
Cycle Q Clear(g_c), s	(30)			8.3	1.4	12.6	0.0	
Prop In Lane				1.00			0.00	
Lane Grp Cap(c), veh/h			WINT.	404	3225	2090	W	
V/C Ratio(X)				0.80	0.26	0.66		
Avail Cap(c_a), veh/h				934	6249	4056		
HCM Platoon Ratio				1.00	1.00	1.00	1.00	
Upstream Filter(I)		47.15.12.4		1.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh				17.8	0.3	6.7	0.0	
Incr Delay (d2), s/veh		(4)		3.7	0.0	0.4	0.0	
Initial Q Delay(d3),s/veh			102 5	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/lr	n	-	1	3.3	0.0	2.9	0.0	
Unsig. Movement Delay, s			110000	0.0	0.0		0.0	
LnGrp Delay(d),s/veh			200	21.5	0.3	7.1	0.0	
LnGrp LOS				C	A	Α	0.0	
Approach Vol, veh/h	1187		6 15 6		1171	1374	А	
Approach Delay, s/veh					6.1	7.1	А	H 프리크 [
Approach LOS		1	Mest	E COL	Α.	Α.	VALUE OF	
					Л			
Timer - Assigned Phs	8.8	2			5	6		
Phs Duration (G+Y+Rc), s	6	48.6			15.5	33.1		
Change Period (Y+Rc), s		4.5			4.5	4.5		
Max Green Setting (Gmax		85.5			25.5	55.5	DYSEA	
Max Q Clear Time (g_c+l1	1), s	3.4			10.3	14.6		
Green Ext Time (p_c), s	HE	7.1	SURE T		0.8	14.0	SHE	
Intersection Summary	99	8 3 3 5	65,88		E VIS			
HCM 6th Ctrl Delay			6.6					
HCM 6th LOS	-376		ALTONOMICS.	MARKET IN	1 363		re-in	
HOW BUILDS			Α					
Notes	W)							

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Care Configurations		1	*	†	1	1	Ţ					
Traffic Volume (veh/h) 400 20 1060 840 0 1670 Triblial Q (Qb), veh 0 0 0 0 0 0 0 Ped-Bike Adj(A_pbT) 1.00 1.00 1.00 1.00 1.00 Vork Zone On Approach No No Kaj Sat Flow, veh/h/h 1870 1870 1870 1870 0 1870 Peak Hour Factor 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96	Movement	WBL	WBR	NBT	NBR	SBL	SBT	SERVE TO		TO MAKE THE	and says	19.60
Traffic Volume (veh/h) 400 20 1060 840 0 1670 Triblial Q (Qb), veh 0 0 0 0 0 0 0 Ped-Bike Adj(A_pbT) 1.00 1.00 1.00 1.00 1.00 Vork Zone On Approach No No Kaj Sat Flow, veh/h/h 1870 1870 1870 1870 0 1870 Peak Hour Factor 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96	Lane Configurations	N'N	71	44	7		44					
nitial Q (Qb), veh	Traffic Volume (veh/h)					0	THE RESERVE AND PARTY AND PARTY.					
Ped-Bike Adj (A_pbT) 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 Parking Bus, Adj 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 Parking Bus, Adj 1.00 1.00 1.00 1.00 1.00 Parking Bus, Adj 1.00 1.00 1.00 1.00 Parking Bus, Adj 1.00 1.00 1.00 1.00 Parking Bus, Adj 1.00 1.00 1.00 1.00 1.00 1.00 Parking Bus, Adj 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Future Volume (veh/h)	400	20	1060	840	0	1670					
Parking Bus, Adj	Initial Q (Qb), veh	0	0	0	0	0	0					
Nork Zone On Approach No	Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00						
Adj Sat Flow, vehi/h/ln 1870 1870 1870 1870 0 1870 0 1870 Adj Flow Rate, vehi/h 417 0 1104 0 0 1740 Peak Hour Factor 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96	Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00					A 18
Adj Flow Rate, veh/h 417 0 1104 0 0 1740 Peak Hour Factor 0.96 0.96 0.96 0.96 0.96 0.96 Percent Heavy Veh, % 2 2 2 2 0 2 Pap, veh/h 818 2499 0 2499 Arrive On Green 0.24 0.00 0.70 0.00 0.00 0.70 Sata Flow, veh/h 3456 1585 3647 1585 0 3741 Paper Sat Flow(s), veh/h 417 0 1104 0 0 1740 Paper Sat Flow(s), veh/h 177 0 1104 0 0 1777 Serve(g.s), s 15.7 0.0 20.1 0.0 0.0 42.7 Prop In Lane 1.00 1.00 1.00 0.00 Pane Gr Cap(c), veh/h 818 2499 0 2499 Arrive On Green 1.00 1.00 1.00 0.00 Paper Sat Flow(s), veh/h 818 2499 0 2499 Arrive On Green 1.00 1.00 1.00 0.00 Paper Sat Flow(s), veh/h 818 2499 0 2499 Arrive On Green 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Paper Sat Flow(s), veh/h 818 2499 0 2499 Arrive On Green 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Work Zone On Approac	h No		No			No					
Peak Hour Factor	Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870					
Percent Heavy Veh, % 2 2 2 2 2 0 2 Dep. veh/h 818 2499 0 2499 Limited On Green 0.24 0.00 0.70 0.00 0.00 0.70 Depretation Filter(I) 1.00 0.00 1.00 0.00 Depstream Filter(I) 1.00 1.00 1.00 1.00 Depstream Filter(I) 1.00 0.00 1.00 Depstream Filter(I) 1.00 0.00 0.00 Depstream Filter(I) 1.00 0.00 0.00 0.00 0.00 Dep	Adj Flow Rate, veh/h	417	0	1104	0	0	1740					
Cap, veh/h 818 2499 0 2499 Arrive On Green 0.24 0.00 0.70 0.00 0.00 0.70 0.00 0.70 0.345 Flow, veh/h 3456 1585 3647 1585 0 3741 3679 Volume(v), veh/h 417 0 1104 0 0 1740 3779 Sat Flow(s), veh/h/In1728 1585 1777 1585 0 1777 0 Serve(g_s), s 15.7 0.0 20.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96					
Arrive On Green 0.24 0.00 0.70 0.00 0.00 0.70 ata Flow, veh/h 3456 1585 3647 1585 0 3741 3741 3741 3741 3741 3741 3741 3741	Percent Heavy Veh, %	2	2	2	2	0	2					
Arrive On Green 0.24 0.00 0.70 0.00 0.00 0.70 ata Flow, veh/h 3456 1585 3647 1585 0 3741 strip Volume(v), veh/h 417 A 1104 A 1740 pproach LOS D B B A B inter - Assigned Phs 1	Cap, veh/h	818		2499	A-1111	0	2499			Tally	Maria Maria	File
Gry Volume(v), veh/h 417 0 1104 0 0 1740 Gry Sat Flow(s), veh/h/In1728 1585 1777 1585 0 1777 Q Serve(g_s), s 15.7 0.0 20.1 0.0 0.0 42.7 Orop In Lane 1.00 1.00 1.00 0.00 24.7 Prop In Lane 1.00 1.00 1.00 0.00 24.7 Prop In Lane 1.00 1.00 0.00 0.00 24.99 Prop In Lane 1.00 1.00 0.00 0.00 0.70 are Gry Cap(c), veh/h 818 2499 0 2499 Prop Matton Ratio 1.00 1.00 1.00 1.00 Upsteam Filter(I) 1.00 0.00 1.00 1.00 Upsteam Filter(I) 1.00 0.00 0.00 0.0 1.00 Upsteam Filter(I) 1.00 0.0 0.0 0.0 1.0 Initial Q Delay(G3), s/veh 49.7 0.0 9.6 0.0	Arrive On Green	0.24	0.00	0.70	0.00	0.00	0.70					
Gry Volume(v), veh/h 417 0 1104 0 0 1740 Gry Sat Flow(s), veh/h/ln1728 1585 1777 1585 0 1777 Qserve(g_s), s 15.7 0.0 20.1 0.0 0.0 42.7 Orop In Lane 1.00 1.00 1.00 0.0 42.7 Orop In Lane 1.00 1.00 1.00 0.0 42.7 Orop In Lane 1.00 1.00 0.00 0.0 42.7 YIC Ratio(X) 0.51 0.44 0.00 0.70 0.70 Avail Cap(c_a), veh/h 818 2499 0 2499 0 2499 HCM Platoon Ratio 1.00 1.	Sat Flow, veh/h	3456	1585	3647	1585	0	3741					
Gry Sat Flow(s), veh/h/ln1728 1585 1777 1585 0 1777 Q Serve(g_s), s 15.7 0.0 20.1 0.0 0.0 42.7 Drop In Lane 1.00 1.00 1.00 0.00 42.7 Prop In Lane 1.00 1.00 1.00 0.00 ane Grp Cap(c), veh/h 818 2499 0 2499 I/C Ratio(X) 0.51 0.44 0.00 0.70 avail Cap(c_a), veh/h 818 2499 0 2499 IdCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 Inform Delay (d), s/veh 49.7 0.0 9.6 0.0 0.0 1.00 Inform Delay (d2), s/veh 49.7 0.0 9.6 0.0 0.0 1.6 Initial Q Delay(d3), s/veh 40.0 0.0 0.0 0.0 0.0 1.6 Initial Q Delay(d3), s/veh 52.0 0.0 7.6 0.0 0.0 16.3 Insigh Movement Delay, s/veh 0.0 0.0 10.1 1.0 0.0 14.6 Ingproach Vol, veh/h 417			0		0	0	-					
Q Serve(g_s), s 15.7 0.0 20.1 0.0 0.0 42.7 Cycle Q Clear(g_c), s 15.7 0.0 20.1 0.0 0.0 42.7 Cycle Q Clear(g_c), s 15.7 0.0 20.1 0.0 0.0 42.7 Cycle Q Clear(g_c), s 15.7 0.0 20.1 0.0 0.0 42.7 Cycle Q Clear(g_c), s 15.7 0.0 20.1 0.0 0.0 42.7 Cycle Q Clear(g_c), s 15.7 0.0 1.00 1.00 0.00 1.00 0.00 0.70 Cycle Q Clear(g), s 1818 2499 0 2499									archi-total		A CASSINE	
Cycle Q Clear(g_c), s 15.7 0.0 20.1 0.0 0.0 42.7 Prop In Lane 1.00 1.00 1.00 0.00 and Grp Cap(c), veh/h 818 2499 0 2499 //C Ratio(X) 0.51 0.44 0.00 0.70 vali Cap(c_a), veh/h 818 2499 0 2499 Id M Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 Iniform Delay (d), s/veh 49.7 0.0 9.6 0.0 0.0 12.9 Incr Delay (d2), s/veh 2.3 0.0 0.6 0.0 0.0 1.6 Initial Q Delay(d3), s/veh 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 Insig. Movement Delay, s/veh InGrp Delay (d), s/veh 52.0 0.0 10.1 0.0 0.0 0.0 14.6 InGrp LOS D B A B Improach Vol, veh/h 417 A 1104 A 1740 Improach LOS D B B B Improach LOS D B B B B B Improach LOS D B B B B B Improach LOS D B B B B B B B B B B B B B B B B B B		- Hardenskoon	THE PROPERTY OF		- Visit Section II	1000				Acces to the	ALL PROPERTY.	
Comparison Com						331000012		KIEN MANEYA			2000	
Anne Grp Cap(c), veh/h							1-1					1000
I/C Ratio(X) 0.51 0.44 0.00 0.70 Ivail Cap(c_a), veh/h 818 2499 0 2499 ICM Platoon Ratio 1.00 1.00 1.00 1.00 Ipstream Filter(I) 1.00 0.00 1.00 1.00 Inifier Delay (d), s/veh 49.7 0.0 9.6 0.0 0.0 1.00 Inifier Delay (d2), s/veh 2.3 0.0 0.6 0.0 0.0 1.6 Initial Q Delay(d3), s/veh 0.0 0.0 0.0 0.0 0.0 0.0 Isile BackOfQ(50%), veh/li7.2 0.0 7.6 0.0 0.0 16.3 Insig. Movement Delay, s/veh 52.0 0.0 10.1 0.0 14.6 InGrp Delay(d), s/veh 52.0 0.0 10.1 0.0 14.6 Ingrp LOS D B A B Ipproach Vol, veh/h 417 A 1104 A 1740 Ipproach LOS D B B B Image: Assigned Phs 2 6 8 Isb Duration (G+Y+Rc), s <td></td> <td></td> <td>1.00</td> <td>2499</td> <td>1.00</td> <td></td> <td>2499</td> <td></td> <td>a series</td> <td>entre de la</td> <td>To Alter</td> <td></td>			1.00	2499	1.00		2499		a series	entre de la	To Alter	
Avail Cap(c_a), veh/h 818 2499 0 2499 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 1.00 0.00 1.00 0.00 0.00 1.00 Uniform Delay (d), s/veh 49.7 0.0 9.6 0.0 0.0 12.9 Incr Delay (d2), s/veh 2.3 0.0 0.6 0.0 0.0 1.6 Initial Q Delay(d3),s/veh 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 Insig. Movement Delay, s/veh Insig. Movement Delay												
## Platoon Ratio						11000						
## Postream Filter(I)	Account to the second s		1.00		1.00							
Aniform Delay (d), s/veh 49.7 0.0 9.6 0.0 0.0 12.9 for Delay (d2), s/veh 2.3 0.0 0.6 0.0 0.0 1.6 mitial Q Delay(d3), s/veh 0.0 0.0 0.0 0.0 0.0 foile BackOfQ(50%), veh/lr7.2 0.0 7.6 0.0 0.0 16.3 Ansig. Movement Delay, s/veh inGrp Delay(d), s/veh 52.0 0.0 10.1 0.0 0.0 14.6 inGrp Delay(d), s/veh 52.0 10.1 10.1 0.0 0.0 14.6 ingrp LoS D B A B improach Vol, veh/h 417 A 1104 A 1740 improach LoS D B B imer - Assigned Phs 2 6 8 inser - Assigned Phs 2 6 8 inser - Assigned Phs 2 6 8 inser - Assigned Phs 10.0 110.0 40.0 indrange Period (Y+Rc), s 110.0 110.0 40.0 indrange Period (Y+Rc), s 4.5 4.5 fax Green Setting (Gmax), s 105.5 105.5 35.5 fax Q Clear Time (g_c+I1), s 22.1 44.7 17.7 intersection Summary inters												
nor Delay (d2), s/veh 2.3 0.0 0.6 0.0 0.0 1.6 nitial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 file BackOfQ(50%),veh/li7.2 0.0 7.6 0.0 0.0 16.3 Insig. Movement Delay, s/veh InGrp Delay(d),s/veh 52.0 0.0 10.1 0.0 0.0 14.6 InGrp LOS D B A B Improach Vol, veh/h 417 A 1104 A 1740 Improach Delay, s/veh 52.0 10.1 14.6 Improach LOS D B B Improach Color (G+Y+Rc), s 110.0 110.0 40.0 Indiage Period (Y+Rc), s 4.5 4.5 Indiage Period (Y+Rc), s 10.5 10.5 35.5 Indiage Q Clear Time (g_c+I1), s 22.1 44.7 17.7 Indiage Extra Time (p_c), s 10.6 23.9 1.4 Intersection Summary ICM 6th Ctrl Delay 17.9	THE PROPERTY OF THE PROPERTY O											
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.					-			tive the second		* 118161 =		
Gile BackOfQ(50%),veh/lri7.2 0.0 7.6 0.0 0.0 16.3 Unsig. Movement Delay, s/veh InGrp Delay(d),s/veh 52.0 0.0 10.1 0.0 0.0 14.6 InGrp LOS D B A B Improach Vol, veh/h 417 A 1104 A 1740 Improach Delay, s/veh 52.0 10.1 14.6 Improach LOS D B B B Immer - Assigned Phs 2 6 8 Instruction (G+Y+Rc), s 110.0 110.0 40.0 Indiange Period (Y+Rc), s 4.5 4.5 Indiange Period (Y+Rc), s 105.5 105.5 35.5 Indiange Q Clear Time (g_c+l1), s 22.1 44.7 17.7 Indiange Period Summary ICM 6th Ctrl Delay 17.9	CONTRACTOR OF THE PARTY OF THE		Contract of the last of the la		12000000	2000	1000000		missing to the	or palled E		
Unsig. Movement Delay, s/veh unGrp Delay(d),s/veh 52.0 0.0 10.1 0.0 0.0 14.6 unGrp LOS D B A B unproach Vol, veh/h 417 A 1104 A 1740 unproach Delay, s/veh 52.0 10.1 14.6 unproach LOS D B B unproach LOS D B unproach LOS D B unproach LOS D B B unproach LOS D B unproa			-					N. S. Brown		HE TOOLS	NAME OF TAXABLE PARTY.	
InGrp Delay(d),s/veh 52.0 0.0 10.1 0.0 0.0 14.6 InGrp LOS D B A B A B A B A B A B A B A B A B A B	Committee of the commit	The Real Property lies, the Party lies, the Pa		7.0	0.0	0.0	10.3		ON COLUMN ATTEMPT		CS. CS. (201)	
### A B A B A B A B A B A B A B A B A B			- Olympions	10.1	0.0	0.0	1/6		ne san	ELV SCHOOL		T I've
Approach Vol, veh/h 417 A 1104 A 1740 Approach Delay, s/veh 52.0 10.1 14.6 Approach LOS D B B Timer - Assigned Phs 2 6 8 This Duration (G+Y+Rc), s 110.0 110.0 40.0 Change Period (Y+Rc), s 4.5 4.5 Max Green Setting (Gmax), s 105.5 105.5 35.5 Max Q Clear Time (g_c+11), s 22.1 44.7 17.7 Green Ext Time (p_c), s 10.6 23.9 1.4 Intersection Summary ICM 6th Ctrl Delay 17.9		CALCULATION .	0.0		0.0		The second second	LESSON DE ES	Nati Repo			
Approach Delay, s/veh 52.0 10.1 14.6 Approach LOS D B B B Simer - Assigned Phs 2 6 8 Shs Duration (G+Y+Rc), s 110.0 110.0 40.0 Change Period (Y+Rc), s 4.5 4.5 4.5 Max Green Setting (Gmax), s 105.5 105.5 35.5 Max Q Clear Time (g_c+I1), s 22.1 44.7 17.7 Green Ext Time (p_c), s 10.6 23.9 1.4 Approach LOS Delay 17.9		1,000	٨	2.000	٨	A			HIS TO ASSESS	The state of the s		
Simer - Assigned Phs 2 6 8			А		А		_				A BOOK	
Simer - Assigned Phs 2 6 8 Phs Duration (G+Y+Rc), s 110.0 110.0 40.0 Change Period (Y+Rc), s 4.5 4.5 Max Green Setting (Gmax), s 105.5 105.5 35.5 Max Q Clear Time (g_c+I1), s 22.1 44.7 17.7 Green Ext Time (p_c), s 10.6 23.9 1.4					SAN LINE	les Gillian					NI DESCRIPTION OF THE PARTY OF	
This Duration (G+Y+Rc), s 110.0 110.0 40.0 Change Period (Y+Rc), s 4.5 4.5 4.5 A.5 Max Green Setting (Gmax), s 105.5 105.5 35.5 Max Q Clear Time (g_c+I1), s 22.1 44.7 17.7 Green Ext Time (p_c), s 10.6 23.9 1.4 Antersection Summary ICM 6th Ctrl Delay 17.9	Approach LOS	U	50 70 8	В	NO.		В			1-34		
Change Period (Y+Rc), s 4.5 4.5 4.5 Max Green Setting (Gmax), s 105.5 105.5 35.5 Max Q Clear Time (g_c+l1), s 22.1 44.7 17.7 Green Ext Time (p_c), s 10.6 23.9 1.4 Intersection Summary ICM 6th Ctrl Delay 17.9	imer - Assigned Phs		2				6	8				IN TARRE
Max Green Setting (Gmax), s 105.5 105.5 35.5 Max Q Clear Time (g_c+l1), s 22.1 44.7 17.7 Green Ext Time (p_c), s 10.6 23.9 1.4 Intersection Summary ICM 6th Ctrl Delay 17.9			110.0			This!	110.0	40.0		P THE		
Max Q Clear Time (g_c+I1), s 22.1 44.7 17.7 Green Ext Time (p_c), s 10.6 23.9 1.4 Intersection Summary ICM 6th Ctrl Delay 17.9	Change Period (Y+Rc),	S	4.5				4.5	4.5				
Green Ext Time (p_c), s 10.6 attersection Summary ICM 6th Ctrl Delay 17.9			105.5				105.5	35.5		THE SAME		
ntersection Summary ICM 6th Ctrl Delay 17.9			22.1				44.7	17.7				
ICM 6th Ctrl Delay 17.9	Green Ext Time (p_c), s		10.6				23.9	1.4			Kalley.	
	ntersection Summary				ral El						NO.	
CM 6th LOS B	ICM 6th Ctrl Delay			17.9		V de		WEST STORY		SEA K		
	HCM 6th LOS			В								

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

	ᄼ	→	*	1	←	*	1	†	1	1	ļ	1	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4		7	र्स	Ť	Ť	朴子		ሻ	^		
Traffic Volume (veh/h)	0	10	10	440	0	40	10	680	420	70	1240	10	
Future Volume (veh/h)	0	10	10	440	0	40	10	680	420	70	1240	10	
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	STATE OF THE REAL PROPERTY.
Work Zone On Approach	1	No			No			No		10.0000	No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	0	10	0	454	0	7	10	701	375	72	1278	10	
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	
Cap, veh/h	0	23	0	562	0	250	22	1335	714	94	2304	18	
	0.00	0.01	0.00	0.16	0.00	0.16	0.01	0.60	0.60	0.05	0.64	0.64	
Sat Flow, veh/h	0	1870	0	3563	0	1585	1781	2237	1195	1781	3614	28	
Grp Volume(v), veh/h	0	10	0	454	0	7	10	557	519	72	628	660	
Grp Sat Flow(s), veh/h/ln		1870	0	1781	0	1585	1781	1777	1655	1781	1777	1865	
Q Serve(g_s), s	0.0	0.5	0.0	12.3	0.0	0.4	0.6	18.3	18.4	4.0	19.8	19.8	
Cycle Q Clear(g_c), s	0.0	0.5	0.0	12.3	0.0	0.4	0.6	18.3	18.4	4.0	19.8	19.8	March Street, and the March Street
	0.00	0.0	0.00	1.00	0.0	1.00	1.00	10.0	0.72	1.00	10.0	0.02	ONEXA SCIENCE HIS SECTIONS
Lane Grp Cap(c), veh/h	0	23	0.00	562	0	250	22	1061	988	94	1133	1189	
	0.00	0.44	0.00	0.81	0.00	0.03	0.46	0.52	0.53	0.77	0.55	0.55	
Avail Cap(c_a), veh/h	0.00	122	0.00	983	0.00	437	331	1061	988	331	1133	1189	
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh		48.9	0.0	40.5	0.0	35.5	48.9	11.8	11.8	46.6	10.1	10.1	
Incr Delay (d2), s/veh	0.0	12.8	0.0	2.8	0.0	0.0	14.6	1.9	2.0	12.2	2.0	1.9	
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	
%ile BackOfQ(50%),veh		0.3	0.0	5.6	0.0	0.0	0.0	7.1	6.6	2.1	7.4	7.7	Entrant In Control
Unsig. Movement Delay,			0.0	3,0	0.0	0.1	0.0	1.1	0.0	2.1	1.4	1.1	
LnGrp Delay(d),s/veh	a kanada	61.7	0.0	43.4	0.0	35.6	63.5	13.7	13.8	58.8	101	120	
LnGrp LOS	0.0 A	61.7 E	The second second	43.4 D	Α	55.0 D	20000000000		110000000000	30.0 E	12.1	12.0	
	^		Α	U		U	E	B	В	Е	В	В	
Approach Vol, veh/h		10			461			1086	HOLEN I		1360		
Approach Delay, s/veh		61.7		-	43.2	and the last		14.2	2000000	-	14.5		
Approach LOS	CHS IS	Е		121508	D			В			В		
Timer - Assigned Phs	1	2		4	5	6		8			PHE I		
Phs Duration (G+Y+Rc),		64.0	F	5.7	5.7	68.0		20.2					
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5					
Max Green Setting (Gma		59.5		6.5	18.5	59.5		27.5			PUBLIS		
Max Q Clear Time (g_c+		20.4		2.5	2.6	21.8		14.3					
Green Ext Time (p_c), s	0.1	8.9		0.0	0.0	11.1		1.5			VS TO		
Intersection Summary												653	
HCM 6th Ctrl Delay	750		19.1										
HCM 6th LOS			В										
Notes		J. Carlo		Sur Sur					C ME S				

06/08/2020

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	7	1	7	N. M.	†	P		T	44	T.	7	^	7"	
Traffic Volume (veh/h)	10	10	20	200	10	50	10	10	320	380	140	1090	10	
Future Volume (veh/h)	10	10	20	200	10	50	10	10	320	380	140	1090	10	
nitial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approac	h	No			No				No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1856	1870	1870	1870	1870	SALE PROPERTY
Adj Flow Rate, veh/h	11	11	1	211	11	6		11	337	0	147	1147	11	
Peak Hour Factor	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, %	2	2	2	2	2	2		2	3	2	2	2	2	
Cap, veh/h	44	46	39	314	170	144		167	2173	Es Hex II	787	1234	1046	SAME IN COME
Arrive On Green	0.02	0.02	0.02	0.09	0.09	0.09		0.01	0.62	0.00	0.06	0.66	0.66	
Sat Flow, veh/h	1781	1870	1585	3456	1870	1585		1781	3526	1585	1781	1870	1585	and Vision and
Grp Volume(v), veh/h	11	11	1	211	11	6		11	337	0	147	1147	11	
Grp Sat Flow(s), veh/h/lr		1870	1585	1728	1870	1585		1781	1763	1585	1781	1870	1585	
Serve(g_s), s	0.5	0.5	0.1	5.0	0.5	0.3		0.2	3.5	0.0	2.4	45.9	0.2	
Cycle Q Clear(g_c), s	0.5	0.5	0.1	5.0	0.5	0.3		0.2	3.5	0.0	2.4	45.9	0.2	all years and the state
Prop In Lane	1.00	0.0	1.00	1.00	0.0	1.00		1.00	0.0			45.9		
		16			170				0470	1.00	1.00	1001	1.00	
ane Grp Cap(c), veh/h		46	39	314	170	144		167	2173		787	1234	1046	
//C Ratio(X)	0.25	0.24	0.03	0.67	0.06	0.04		0.07	0.16		0.19	0.93	0.01	
vail Cap(c_a), veh/h	471	494	419	1035	560	475		488	2173		1030	1234	1046	
ICM 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	
Jpstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.00	1.00	1.00	1.00	
Iniform Delay (d), s/vel		40.8	40.5	37.5	35.4	35.3		16.6	6.9	0.0	4.7	12.7	5.0	
ncr Delay (d2), s/veh	2.9	2.6	0.3	2.5	0.2	0.1	No. of London	0.2	0.2	0.0	0.1	13.5	0.0	La la Caralda de la Carada de la
nitial 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	
6ile BackOfQ(50%),vel		0.3	0.0	2.2	0.2	0.1		0.1	1.2	0.0	0.6	17.9	0.1	
Insig. Movement Delay	10-													
nGrp Delay(d),s/veh	43.7	43.4	40.8	40.0	35.6	35.5		16.8	7.1	0.0	4.8	26.2	5.0	
nGrp LOS	D	D	D	D	D	D		В	Α		Α	С	Α	
pproach Vol, veh/h		23			228				348	Α		1305		
pproach Delay, s/veh		43.4			39.7				7.4			23.6		
pproach LOS		D			D				Α			C		
imer - Assigned Phs	1	2		4	5	6	Harris.	8			(2°123	1205	YE CO	
hs Duration (G+Y+Rc)	. s9.3	57.0		6.6	5.6	60.7		12.2				VALUE OF		Just and the same
Change Period (Y+Rc),		4.5		4.5	4.5	4.5		4.5		STATE OF			10 10 10	
Max Green Setting (Gm	and the second second	52.5		22.5	16.5	52.5		25.5	4-1-1-12	BVSS		y		Street Control
fax Q Clear Time (g_c-		5.5		2.5	2.2	47.9	CONTRACTOR OF THE PARTY OF THE	7.0			SECONO SE			
reen Ext Time (p_c), s		2.3	W SAN	0.0	0.0	3.1	Par Sala	0.7				Winds.		
			IS NOT THE	3.0	7.0	3.1						Name of Street		
ntersection Summary	ENDOUGH .	SHEED MR.	00.0			-			MOSE S	2080	vg=Rye			
ICM 6th Ctrl Delay	W-W		22.8	Upper line	14 14	The second	Leven	Marie .	SHOW!	14 S. P.		N. BUS		AUTOLIC STATES
ICM 6th LOS			С											
otes	- III	De la					i de para							
ser approved ignoring	U-Turr	ning mo	vement	10										

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

06/08/2020

Intersection		NAME OF THE OWNER, OWNER, OWNER, OWNER, OWNER, OWNER,		anez pens										
Int Delay, s/veh	1.2													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		4	ĵ.		4			स	7		4			
Traffic Vol, veh/h	0	0	0	23	0	10	10	360	7	4	1210	0		
Future Vol, veh/h	0	0	0	23	0	10	10	360	7	4	1210	0		
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0		
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free		
RT Channelized			None			None	20		None		CONT.	None		THE STATE OF
Storage Length	1124	12	2	-	0	-	-	4	350	-	-	-		
Veh in Median Storage	e,# -	0	-	-	0	Allegia	-	0	-		0			
Grade, %	34	0	-		0	-	-	0	-	-	0	-		
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97		
Heavy Vehicles, %	2	2	2	2	2	20	2	3	42	25	2	2		
Mvmt Flow	0	0	0	24	0	10	10	371	7	4	1247	0		1
Major/Minor	Minor2			Minor1	W. ALL		Major1		SEL	Major2		one is		
Conflicting Flow All	1655	1653	1247	1646	1646	371	1247	0	0	378	0	0		
Stage 1	1255	1255		391	391								Nava (Steel 1986)	9
Stage 2	400	398	-	1255	1255	-	20			12	2	-		
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.4	4.12	775		4.35		X THE		Ole Inch
Critical Hdwy Stg 1	6.12	5.52	- Carte Control Contro	6.12	5.52	_	-	2		12	27	-		
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52		100							iem:
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.48	2.218	2	-	2.425	2	348		
Pot Cap-1 Maneuver	78	98	212	79	99	637	558			1065	. C.			- 100
Stage 1	210	243	-	633	607	-	-	2	74	-	14-	_	1	
Stage 2	626	603	4	210	243		1	<u> </u>			4		Marie Consulta	
Platoon blocked, %		1000000						<u>m</u>	12/		4	-		-
Mov Cap-1 Maneuver	75	95	212	77	96	637	558		E I	1065			TO DO THE STATE OF	N. F.
Mov Cap-2 Maneuver	75	95	34	77	96	12	7.	2	-	2	-	-		
Stage 1	205	240	-	618	593	-								
Stage 2	602	589	-	207	240	-	-	-			-		The same of the sa	
WEIGHTER														FAY
Approach	EB		91	WB			NB	STATE		SB	PU No	Terral.	ROSSESSESSES EN EL PERSONNELLE	
HCM Control Delay, s	0			54.9			0.3			0		Vuley Mor	Chespan Interes	
HCM LOS	A			F			3.5							
						-	44			15/20	5.073			1919
Minor Lane/Major Mvm	it e	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			NW IFC		15 H
Capacity (veh/h)		558	-	-	-	105	1065	-	-	NAME OF				
HCM Lane V/C Ratio		0.018		-	-	0.324		-		The latest	CATALOG STATE			
HCM Control Delay (s)	and Table	11.6	0		0	54.9	8.4	0						S SHOW
HCM Lane LOS		В	A	-	A	F	Α	A	-	STATE OF THE PARTY		e recité	Control of the latest of the l	
HCM 95th %tile Q(veh)	1	0.1				1.3	0		THE RESIDENCE		Est No.		had property and the	2-11-1
TOTAL OUT TOTAL WIND		0.1		da dili		1.0	U			1000				

	♪	-	*	1	←	*	1	†	-	1	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	ሻሻ		7					个个	77	1/1/	^ ^	
Traffic Volume (veh/h)	591	0	300	0	0	0	0	841	2690	662	1971	(
Future Volume (veh/h)	591	0	300	0	0	0	0	841	2690	662	1971	(
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00			201007251	1.00	1924	1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	A STATE OF	I NI P	20351	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No					- 466555	No	W		No	1,100
Adj Sat Flow, veh/h/ln	1796	0	1796			400	0	1856	1870	1870	1870	(
Adj Flow Rate, veh/h	622	0	0				0	885	1779	697	2075	(
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	0	7				0	3	2	2	2	(
Cap, veh/h	653	0	SEYSTIC				0	1783	1411	769	3846	
Arrive On Green	0.20	0.00	0.00				0.00	0.51	0.51	0.22	0.75	0.00
Sat Flow, veh/h	3319	0	1522				0	3618	2790	3456	5274	0.00
Grp Volume(v), veh/h	622	0	0				0	885	1779	697	2075	(
Grp Sat Flow(s), veh/h/ln	1659	0	1522			No.	0	1763	1395	1728	1702	
Q Serve(g_s), s	33.3	0.0	0.0				0.0	29.8	91.0	35.3	30.4	0.0
Cycle Q Clear(g_c), s	33.3	0.0	0.0	THE YES	a sa sa sa		0.0	29.8	91.0	35.3	30.4	0.0
Prop In Lane	1.00	0.0	1.00				0.00	20.0	1.00	1.00	50,4	0.00
Lane Grp Cap(c), veh/h	653	0	1.00	The Party of the P	100	A STATE OF	0.00	1783	1411	769	3846	0.00
V/C Ratio(X)	0.95	0.00					0.00	0.50	1.26	0.91	0.54	0.00
Avail Cap(c_a), veh/h	655	0.00				100	0.00	1783	1411	1258	3846	0.00
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	71.4	0.0	0.0				0.0	29.3	44.5	68.1	9.2	0.0
Incr Delay (d2), s/veh	24.0	0.0	0.0	-	MELETE	i ov sen	0.0	1.0	123.3	6.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.5	0.0	0.0	11-11-11		*****	0.0	13.0	55.0	16.2	10.9	0.0
Unsig. Movement Delay, s/veh	10.0	0.0	0.00				0.0	10.0	00.0	10.2	10.0	0.0
LnGrp Delay(d),s/veh	95.5	0.0	0.0		FO 2015		0.0	30.3	167.8	74.1	9.8	0.0
LnGrp LOS	F	Α	Α			We Are	Α	C	F	E	Α	Δ.
Approach Vol, veh/h	1000000	909	A	100			Λ.	2664			2772	
Approach Delay, s/veh		65.3	A					122.1			25.9	
Approach LOS		00.5 E		No. of Contract of	20 0	SOLUTE IS	Na patients	F	NAME OF THE OWNER, OWNE	SCHOOL SA	25.9 C	ROLL
120/14				20 INDIGIUS	24.10		and the same	Fig		10.00	U	11,1121
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	44.5	95.5		39.9		140.0					Y South	
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	65.5	65.5		35.5		135.5				THE Y	SET IN SE	1
Max Q Clear Time (g_c+l1), s	37.3	93.0		35.3		32.4						
Green Ext Time (p_c), s	2.7	0.0	gnerra	0.1		35.8						S EVE
Intersection Summary											THE COL	V. J. Ser
HCM 6th Ctrl Delay	TO BEE	30,811	72.0	A state	THE REAL PROPERTY.						i u tore	4 ESS
HCM 6th LOS		1000	E									-
Notes	J. S. D.							E ALVON				
User approved ignoring U-Turni	ing mov	ement				The second second		STREET, STREET		- Jacob	The state of the s	108

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Movement EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations		T	44	^		
Traffic Volume (veh/h) 0	1480	140		1181	411	
Future Volume (veh/h) 0	1480	140	1212	1181	411	
Initial Q (Qb), veh		0	0	0	0	
Ped-Bike Adj(A_pbT)		1.00			1.00	
Parking Bus, Adj	N. P. S. S.	1.00	1.00	1.00	1.00	The first the second
Work Zone On Approach			No	No		
Adj Sat Flow, veh/h/ln		1811	1841	1870	1870	
Adj Flow Rate, veh/h		147	1276	1243	0	
Peak Hour Factor	100	0.95	0.95	0.95	0.95	
Percent Heavy Veh, %		6	4	2	2	
Cap, veh/h	4	197	3036	2211		
Arrive On Green		0.11	0.87	0.62	0.00	
Sat Flow, veh/h		1725	3589	3741	0.00	
Grp Volume(v), veh/h		147	1276	1243	0	
Grp Sat Flow(s), veh/h/ln		1725	1749	1777	0	
Q Serve(g_s), s	11-5-51	2.8	2.6	6.9	0.0	
Cycle Q Clear(g_c), s		2.8	2.6	6.9	0.0	
Prop In Lane		1.00	2.0	0.9	0.00	
		197	3036	2244	0.00	
Lane Grp Cap(c), veh/h		0.75		2211		
V/C Ratio(X)			0.42	0.56		
Avail Cap(c_a), veh/h		1289	8766	5782	4.00	
HCM Platoon Ratio		1.00	1.00	1.00	1.00	
Upstream Filter(I)		1.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	NO CONTRACTOR	14.6	0.5	3.7	0.0	
Incr Delay (d2), s/veh	5.716	5.6	0.1	0.2	0.0	
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	- 1	1.2	0.0	0.5	0.0	
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh		20.2	0.6	4.0	0.0	
LnGrp LOS		С	Α	Α		
Approach Vol, veh/h			1423	1243	Α	
Approach Delay, s/veh			2.6	4.0		
Approach LOS			Α	Α		
Timer - Assigned Phs	2	del L		5	6	
Phs Duration (G+Y+Rc), s	34.1		Miliat	8.4	25.7	
Change Period (Y+Rc), s	4.5			4.5		
Max Green Setting (Gmax), s	85.5	NOTE:		25.5	55.5	
Max Q Clear Time (g_c+l1), s	4.6			4.8	8.9	
Green Ext Time (p_c), s	13.7		NA.	0.4	12.3	
Intersection Summary	7-78-22	V/SIES			Ch 2057	
		3.2				
HCM 6th Ctrl Delay HCM 6th LOS		1000000000	07-55-6	Marie Coll	1465	
HCM 6th LUS		А				

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

	*	_			*	*
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	44	The state of the s	44	7"		44
Traffic Volume (veh/h)	620	40	1284	350	0	954
Future Volume (veh/h)	620	40	1284	350	0	954
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approac		1.00	No	1.00	1.00	No
Adj Sat Flow, veh/h/ln	1870	1870	1841	1870	0	1870
Adj Flow Rate, veh/h	633	0	1310	0	0	973
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
			THE RESERVE		-	
Percent Heavy Veh, %	2	2	4	2	0	2
Cap, veh/h	818	0.00	2460	0.00	0	2499
Arrive On Green	0.24	0.00	0.70	0.00	0.00	0.70
Sat Flow, veh/h	3456	1585	3589	1585	0	3741
Grp Volume(v), veh/h	633	0	1310	0	0	973
Grp Sat Flow(s), veh/h/li	n1728	1585	1749	1585	0	1777
Q Serve(g_s), s	25.7	0.0	26.7	0.0	0.0	16.8
Cycle Q Clear(g_c), s	25.7	0.0	26.7	0.0	0.0	16.8
Prop In Lane	1.00	1.00	00,000,000	1.00	0.00	2,000,000
Lane Grp Cap(c), veh/h			2460		0	2499
V/C Ratio(X)	0.77		0.53		0.00	0.39
Avail Cap(c_a), veh/h	818	0,000	2460		0.00	2499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/vel	34 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.0	10.6	0.0	0.0	9.1
Incr Delay (d2), s/veh	7.0	0.0	0.8	0.0	0.0	0.5
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),vel		0.0	10.0	0.0	0.0	6.3
Unsig. Movement Delay		and the Line of the Control of the C				
LnGrp Delay(d),s/veh	60.5	0.0	11.4	0.0	0.0	9.5
LnGrp LOS	E		В		Α	Α
Approach Vol, veh/h	633	Α	1310	Α	AL UR	973
Approach Delay, s/veh			11.4			9.5
Approach LOS	Е		В			A
	_	1998				
Timer - Assigned Phs		2				6
Phs Duration (G+Y+Rc)), S	110.0				110.0
Change Period (Y+Rc),		4.5				4.5
Max Green Setting (Gm	ax), s	105.5				105.5
Max Q Clear Time (g_c						18.8
Green Ext Time (p_c), s		14.3	A Asia	I I See See See	1000	8.7
	No. of Contract of		N. Secret	Control of the last	THE COLUMN	STATE WAS ALL
Intersection Summary	MARK			HREA		
HCM 6th Ctrl Delay	SIL		21.4			
HCM 6th LOS			C			
Notas	WE CO LO	STUE	10 11 1	SIMMINE	A LOCAL B	

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4		ሻ	र्भ	74	1	*		7	*		
Traffic Volume (veh/h)	0	0	10	290	10	70	10	1144	180	30	664	10	
Future Volume (veh/h)	0	0	10	290	10	70	10	1144	180	30	664	10	
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	41	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	in the second second
Work Zone On Approac	h	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1870	1856	1870	1841	1841	1870	1870	1870	
Adj Flow Rate, veh/h	0	0	0	313	0	11	11	1204	182	32	699	10	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	THE RESERVE OF THE RE
Percent Heavy Veh, %	2	2	2	4	2	3	2	4	4	2	2	2	
Cap, veh/h	0	2	0	427	0	191	24	2105	317	55	2540	36	SAME STATES OF STATES
Arrive On Green	0.00	0.00	0.00	0.12	0.00	0.12	0.01	0.69	0.69	0.03	0.71	0.71	
Sat Flow, veh/h	0	1870	0	3506	0	1572	1781	3048	459	1781	3587	51	
Grp Volume(v), veh/h	0	0	0	313	0	11	11	688	698	32	346	363	
Grp Sat Flow(s), veh/h/lr	1 0	1870	0	1753	0	1572	1781	1749	1758	1781	1777	1861	
Q Serve(g_s), s	0.0	0.0	0.0	7.4	0.0	0.5	0.5	17.3	17.5	1.5	6.1	6.1	
Cycle Q Clear(g_c), s	0.0	0.0	0.0	7.4	0.0	0.5	0.5	17.3	17.5	1.5	6.1	6.1	
Prop In Lane	0.00	500000	0.00	1.00		1.00	1.00	1130171	0.26	1.00	2301	0.03	
Lane Grp Cap(c), veh/h		2	0	427	0	191	24	1208	1214	55	1258	1318	
V/C Ratio(X)	0.00	0.00	0.00	0.73	0.00	0.06	0.46	0.57	0.57	0.58	0.28	0.28	
Avail Cap(c_a), veh/h	0	141	0	1119	0	502	382	1208	1214	382	1258	1318	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	0.0	0.0	0.0	36.5	0.0	33.5	42.2	6.8	6.8	41.2	4.6	4.6	
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.5	0.0	0.1	13.1	2.0	2.0	9.2	0.5	0.5	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh		0.0	0.0	3.3	0.0	0.2	0.3	5.5	5.6	0.8	1.9	1.9	
Unsig. Movement Delay				- September 1		3004000		100 000				- Chicago	
LnGrp Delay(d),s/veh	0.0	0.0	0.0	38.9	0.0	33.6	55.3	8.8	8.8	50.4	5.1	5.1	APUR SOME MEDICAL
LnGrp LOS	Α	Α	Α	D	Α	С	Е	Α	Α	D	Α	Α	
Approach Vol, veh/h	10	0		UMA	324			1397	Mary Control	TAR I	741	MARK	
Approach Delay, s/veh		0.0			38.8			9.2			7.0		
Approach LOS					D			Α	1500		Α		
Timer - Assigned Phs	1	2		4	5	6		8			1000		
Phs Duration (G+Y+Rc)	. s7.2	64.0	inm	0.0	5.7	65.5	le des	15.0	DOBLING		Office is		
Change Period (Y+Rc),		4.5		4.5	4.5	4.5	The state of the s	4.5					
Max Green Setting (Gm		59.5		6.5	18.5	59.5		27.5	118704		UE IVEL		
Max Q Clear Time (g_c-		19.5		0.0	2.5	8.1		9.4					
Green Ext Time (p_c), s		13.0	1919	0.0	0.0	4.8	108/E	1.1	Mile ye	1000		S(6\6)	
Intersection Summary				1518						ALT PART			
HCM 6th Ctrl Delay	vila i		12.4		Mill of E			E TOTAL		VA TO		(and	
HCM 6th LOS			В										
Notes									0.000		N. S.		

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Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	7	^	7		14.14		7	7	44	7	*	*	7	
Traffic Volume (veh/h)	10	10	10	10	380	10	170	20	1094	100	50	324	30	
Future Volume (veh/h)	10	10	10	10	380	10	170	20	1094	100	50	324	30	
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	SEGUI	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	Sand State
Work Zone On Approac		No				No		1100	No	1.00	1.00	No	1.00	
Adj Sat Flow, veh/h/ln	1870	1870	1870	J-12	1870	1870	1870	1870	1841	1811	1841	1841	1870	SALES SELECTION
Adj Flow Rate, veh/h	12	12	1		447	12	42	24	1287	0	59	381	35	
Peak Hour Factor	0.85	0.85	0.85	10000	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	ESILOTE THE
Percent Heavy Veh, %	2	2	2		2	2	2	2	4	6	4	4	2	
Cap, veh/h	46	48	41		563	305	258	592	2003	1557111	290	1086	935	View Control of the C
Arrive On Green	0.03	0.03	0.03	10000	0.16	0.16	0.16	0.02	0.57	0.00	0.04	0.59	0.59	
Sat Flow, veh/h	1781	1870	1585		3456	1870	1585	1781	3497	1535	1753	1841	1585	A PROPERTY.
Grp Volume(v), veh/h	12	12	1		447	12	42	24	1287	0	59	381	35	
Grp Sat Flow(s), veh/h/li		1870	1585							- Constant India				
Q Serve(g_s), s	0.6	0.6	0.1		1728 11.4	1870 0.5	1585	1781 0.5	1749 22.8	1535	1753	1841	1585	
	0.6	-	0.1	NIA KATA	-							9.8	0.8	
Cycle Q Clear(g_c), s		0.6			11.4	0.5	2.1	0.5	22.8	0.0	1.2	9.8	0.8	
Prop In Lane	1.00	40	1.00		1.00	005	1.00	1.00	0000	1.00	1.00	1000	1.00	
ane Grp Cap(c), veh/h		48	41	Mark S	563	305	258	592	2003		290	1086	935	
V/C Ratio(X)	0.26	0.25	0.02		0.79	0.04	0.16	0.04	0.64		0.20	0.35	0.04	
Avail Cap(c_a), veh/h	437	459	389		961	520	441	868	2003	1 00	531	1086	935	
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	
Jpstream Filter(I)	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
Jniform Delay (d), s/vel		43.8	43.5		36.9	32.3	33.0	7.9	13.3	0.0	10.3	9.7	7.9	
ncr Delay (d2), s/veh	3.0	2.7	0.2	Salie La	2.6	0.1	0.3	0.0	1.6	0.0	0.3	0.9	0.1	
nitial 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	
%ile BackOfQ(50%),vel		0.3	0.0		5.0	0.2	0.8	0.2	8.4	0.0	0.4	3.6	0.3	AND EVERY
Jnsig. Movement Delay	The second second		100		na takan lan									
nGrp Delay(d),s/veh	46.8	46.5	43.8		39.5	32.4	33.3	7.9	14.9	0.0	10.7	10.6	8.0	
nGrp LOS	D	D	D		D	С	С	Α	В		В	В	Α	
Approach Vol, veh/h		25				501			1311	Α		475		
Approach Delay, s/veh		46.5				38.8			14.7			10.4		
Approach LOS		D				D			В			В		
Timer - Assigned Phs	2011	2	117.5	4	5	6		8	05.00	T BATTO		SPANS.		
Phs Duration (G+Y+Rc)	084	57.0	The state of the s	Marie Marie		1054				I CANAL			SECOND S	
Change Period (Y+Rc),		4.5		6.9	6.8	58.6	A STATE OF	19.4			JE JEV		100	
Max Green Setting (Gm		52.5	N T-F	4.5	4.5	4.5	CONTRACTOR OF THE PARTY.	4.5	DATE:		IS IN THE			
				22.5	16.5	52.5		25.5				LEYU.		
Max Q Clear Time (g_c		24.8		2.6	2.5	11.8	Margane	13.4	Tales and the last	NEW ST	75000		National Property lies	
Green Ext Time (p_c), s	0.1	11.1		0.0	0.0	2.3		1.5						
ntersection Summary		(Report						11 75 0	50 X		400	Na in		
HCM 6th Ctrl Delay	ALL ST		19.4		Of the State of th				TO THE		464			AUTOM STATE
HCM 6th LOS			В											
Notes				CHINED STORES								53.00		of Books
Iser approved ignoring	U-Turn	ning mo	vement	t.										
Insignalized Delay for [ations	of the a	pproach	delay	and int	ersectio	n delay		No.	
ioignuitzed Delay for [i de la la	CAUID	200 HUI	, carea	GIIOI10	or the a	pprodu	uciay	and IIII	CISCUID	ni u c idy	•		

Intersection					THE REAL PROPERTY.					TZECKY			RE
Int Delay, s/veh	1.4												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4			4	F		4		
Traffic Vol, veh/h	0	0	0	11	0	8	0	1250	46	22	360	0	
Future Vol, veh/h	0	0	0	11	0	8	0	1250	46	22	360	0	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized			None		-	None			None			None	
Storage Length	-				-	-	970	-	350	273	-	-	
Veh in Median Storage	e,# -	0	The second	-	0			0			0		
Grade, %	-	0	-		0	7.	170	0	-		0	-	
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83	
Heavy Vehicles, %	2	2	2	14	2	2	2	3	4	4	4	2	
Mvmt Flow	0	0	0	13	0	10	0	1506	55	27	434	0	
Major/Minor	Minor2	1111		Minor1			Major1			Major2			S. Dig
Conflicting Flow All	2027	2049	434	1994	1994	1506	434	0	0	1561	0	0	
Stage 1	488	488	TOTAL STREET	1506	1506								
Stage 2	1539	1561	2	488	488	ě	•		-	-	-	7.	
Critical Hdwy	7.12	6.52	6.22	7.24	6.52	6.22	4.12			4.14			
Critical Hdwy Stg 1	6.12	5.52	2	6.24	5.52	-	-	-	-		-	-	
Critical Hdwy Stg 2	6.12	5.52		6.24	5.52		-		-		-		
Follow-up Hdwy	3.518	4.018	3.318	3.626	4.018	3.318	2.218	-	-	2.236	7	-	
Pot Cap-1 Maneuver	43	56	622	42	60	149	1126		-	418		-	
Stage 1	561	550	-	142	184		-	-	-	1770	7	•	
Stage 2	145	173		539	550		-	-				ad Ala	
Platoon blocked, %								-	7.		-	-	
Mov Cap-1 Maneuver	38	51	622	39	55	149	1126	-		418			
Mov Cap-2 Maneuver	38	51		39	55	-		5	7			150	
Stage 1	561	503	-	142	184	HYVYE	170					-	
Stage 2	136	173	2	493	503	7	-		-	170	æ	-	
			1955										
Approach	EB			WB		Bill W	NB		207/40	SB			
HCM Control Delay, s	0			105.4			0			0.8			117
HCM LOS	Α			F									
TOTAL STREET,		28 18				STATE OF						MANUAL PROPERTY.	
Minor Lane/Major Mvn	nt	NBL	NBT	NBR	EBLn1V		SBL	SBT	SBR				
Capacity (veh/h)		1126		-		57	418		11/24				372
HCM Lane V/C Ratio		-		-		0.402		2	77 <u>2</u> 0				
HCM Control Delay (s)		0		250	0	105.4	14.2	0	SEL VA		PHILIP IS	1	
HCM Lane LOS		Α	-	148	Α	F	В	Α	- 2				
HCM 95th %tile Q(veh)	0				1.5	0.2			NI N			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	44		7					^	77		44	ተተተ
Traffic Volume (veh/h)	391	0	320	0	0	0	0	791	1810	10	542	3401
Future Volume (veh/h)	391	0	320	0	0	0	0	791	1810	10	542	3401
Initial Q (Qb), veh	0	0	0				0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00		1.00	1.00
Work Zone On Approach		No						No	WW.			No
Adj Sat Flow, veh/h/ln	1870	0	1870				0	1870	1870		1870	1870
Adj Flow Rate, veh/h	395	0	0				0	799	0		547	3435
Peak Hour Factor	0.99	0.99	0.99				0.99	0.99	0.99		0.99	0.99
Percent Heavy Veh, %	2	0	2				0	2	2		2	2
Cap, veh/h	455	0					0	2162	BURNE		618	4157
Arrive On Green	0.13	0.00	0.00				0.00	0.61	0.00		0.18	0.81
Sat Flow, veh/h	3456	0	1585				0	3647	2790		3456	5274
Grp Volume(v), veh/h	395	0	0				0	799	0		547	3435
Grp Sat Flow(s), veh/h/ln	1728	0	1585		No. of Lot	No. of the last	0	1777	1395		1728	1702
Q Serve(g_s), s	18.6	0.0	0.0				0.0	18.9	0.0	F W X 123 Y	25.7	63.6
Cycle Q Clear(g_c), s	18.6	0.0	0.0		8 H & H		0.0	18.9	0.0		25.7	63.6
Prop In Lane	1.00	0.0	1.00				0.00	10.5	1.00		1.00	03.0
Lane Grp Cap(c), veh/h	455	0	1.00		F15.824		0.00	2162	1.00	No. of Contrast	618	4157
V/C Ratio(X)	0.87	0.00		1153.0415			0.00	0.37			0.88	0.83
Avail Cap(c_a), veh/h	737	0.00					0.00	2162			1360	4157
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00		1.00	1.00
Uniform Delay (d), s/veh	70.8	0.00	0.0				0.0	16.5	0.0		66.7	8.8
Incr Delay (d2), s/veh	6.4	0.0	0.0			No.	0.0	0.5	0.0		4.5	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	0.0	0.0				0.0	7.9	0.0		11.7	20.0
Unsig. Movement Delay, s/veh		0.0	0.00			EN STATE	0.0	1.9	0.0		11.7	20.0
	77.2	0.0	0.00		and the same		0.0	170	0.0		74.4	40.0
LnGrp Delay(d),s/veh		200000					0.0	17.0	0.0		71.1	10.8
LnGrp LOS	E	A	A			THE PARTY NAMED IN	Α	В			Е	В
Approach Vol, veh/h		689	Α	TAN SE	A DI GUES			799	Α			3982
Approach Delay, s/veh		44.3						17.0				19.1
Approach LOS	7 351	D				BOX 18	ii jediki	В	STATE OF THE			В
Timer - Assigned Phs	1	2		4	in the state of	6						
Phs Duration (G+Y+Rc), s	34.3	105.7		26.4		140.0						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	65.5	65.5		35.5		135.5			2.5			
Max Q Clear Time (g_c+l1), s	27.7	20.9		20.6		65.6						
Green Ext Time (p_c), s	2.1	6.4	STATE	1.3		64.9						
Intersection Summary	8 30						A STATE			ed (pelmin	A. F. St.	
HCM 6th Ctrl Delay		of the last	21.9		X THE I						nied nes	
HCM 6th LOS			С									
Notes	SKUB	nifethillner		Sec. 191	200000000000000000000000000000000000000				TIPE (GETCH)		C AUT DIVINO	

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR] is included in calculations of the approach delay and intersection delay.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	SBR	
Lane Configurations		
Traffic Volume (veh/h)	0	
Future Volume (veh/h)	0	
Initial Q (Qb), veh	0	
Ped-Bike Adj(A_pbT)	1.00	
Parking Bus, Adj	1.00	
Work Zone On Approach		
Adj Sat Flow, veh/h/ln	0	
Adj Flow Rate, veh/h	0	
Peak Hour Factor	0.99	
Percent Heavy Veh, %	0	
Cap, veh/h	0	
Arrive On Green	0.00	
Sat Flow, veh/h	0	
Grp Volume(v), veh/h	0	
Grp Sat Flow(s), veh/h/ln	0	
Q Serve(g_s), s	0.0	
Cycle Q Clear(g_c), s	0.0	
Prop In Lane	0.00	
Lane Grp Cap(c), veh/h	0	
V/C Ratio(X)	0.00	
Avail Cap(c_a), veh/h	0	
HCM Platoon Ratio	1.00	
Upstream Filter(I)	0.00	
Uniform Delay (d), s/veh	0.0	
Incr Delay (d2), s/veh	0.0	
Initial Q Delay(d3),s/veh	0.0	
%ile BackOfQ(50%),veh/ln	0.0	
Unsig. Movement Delay, s/veh	1	
LnGrp Delay(d),s/veh	0.0	
LnGrp LOS	Α	
Approach Vol, veh/h		
Approach Delay, s/veh		
Approach LOS		
Timer - Assigned Phs		

	•	*	₹I	1	Ť	↓	4	
Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR	
Lane Configurations				T	个个	*		
Traffic Volume (veh/h)	0	2520	10	320	842	1361	701	
Future Volume (veh/h)	0	2520	10	320	842	1361	701	
nitial Q (Qb), veh				0	0	0	0	
Ped-Bike Adj(A_pbT)				1.00			1.00	
Parking Bus, Adj	11.39	150	J-Bill	1.00	1.00	1.00	1.00	
Work Zone On Approach					No	No	-	
Adj Sat Flow, veh/h/ln	HIN	William .	1100	1870	1870	1870	1870	
Adj Flow Rate, veh/h				323	851	1375	0	
Peak Hour Factor	SE II	VIPE I	Ten Par	0.99	0.99	0.99	0.99	
Percent Heavy Veh, %				2	2	2	2	
Cap, veh/h			THE R	404	3225	2091		
Arrive On Green				0.23	0.91	0.59	0.00	
Sat Flow, veh/h	ELV.	WINE IN		1781	3647	3741	0.00	
Grp Volume(v), veh/h				323	851	1375	0	
Grp Sat Flow(s), veh/h/ln				1781	1777	1777	0	
econo a viviencie e de un minimo de medica de se de mais ación de medica de desta de contra de contra de contra				8.3	1.4	12.6	0.0	
Q Serve(g_s), s				8.3	1.4			
Cycle Q Clear(g_c), s					1.4	12.6	0.0	
Prop In Lane				1.00	2005	0004	0.00	
ane Grp Cap(c), veh/h				404	3225	2091		
//C Ratio(X)				0.80	0.26	0.66		
Avail Cap(c_a), veh/h				933	6243	4053	4.00	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	
Jpstream Filter(I)				1.00	1.00	1.00	0.00	
Jniform Delay (d), s/veh				17.8	0.3	6.7	0.0	
ncr Delay (d2), s/veh			4	3.7	0.0	0.4	0.0	
nitial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/l				3.3	0.0	2.9	0.0	
Jnsig. Movement Delay,	s/veh				alloicut s			
nGrp Delay(d),s/veh				21.5	0.3	7.1	0.0	
nGrp LOS				С	Α	Α		
Approach Vol, veh/h					1174	1375	Α	
Approach Delay, s/veh					6.1	7.1		
Approach LOS					Α	A		
imar Assigned Dha	20/0/05	2			5	6		
imer - Assigned Phs		1000			Alaski e sala			
hs Duration (G+Y+Rc),		48.7	11 -30		15.5	33.1	1000	
Change Period (Y+Rc), s		4.5			4.5	4.5	-	
Max Green Setting (Gmax		85.5	South		25.5	55.5		
Max Q Clear Time (g_c+l	1), s	3.4			10.3	14.6		
Breen Ext Time (p_c), s		7.2			8.0	14.0		
ntersection Summary		E 65 V						
ICM 6th Ctrl Delay			6.6		militari	-		
ICM 6th LOS			Α	1800	15.000	251510	Markey,	
Votes								
Jser approved ignoring U	-Turr	ning mo	vemen					
Insignalized Delay for [E								

	*	`	I		-	*	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	44	74	44	74		^	
Traffic Volume (veh/h)	400	20	1064	840	0	1674	
Future Volume (veh/h)	400	20	1064	840	0	1674	
nitial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Nork Zone On Approac	h No		No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870	
Adj Flow Rate, veh/h	417	0	1108	0	0	1744	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Percent Heavy Veh, %	2	2	2	2	0	2	
Cap, veh/h	818	BITTE	2499		0	2499	
Arrive On Green	0.24	0.00	0.70	0.00	0.00	0.70	
Sat Flow, veh/h	3456	1585	3647	1585	0	3741	
Grp Volume(v), veh/h	417	0	1108	0	0	1744	
Grp Sat Flow(s),veh/h/lr		1585	1777	1585	0	1777	
Q Serve(g_s), s	15.7	0.0	20.2	0.0	0.0	42.9	
Cycle Q Clear(g_c), s	15.7	0.0	20.2	0.0	0.0	42.9	
Prop In Lane	1.00	1.00		1.00	0.00	12.0	
ane Grp Cap(c), veh/h		1.00	2499	1.00	0.00	2499	
//C Ratio(X)	0.51		0.44		0.00	0.70	
Avail Cap(c_a), veh/h	818		2499	EVI-II	0.00	2499	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Jpstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	
Jniform Delay (d), s/vel		0.0	9.6	0.0	0.0	13.0	
	2.3	0.0	0.6	0.0	- Constant	1.6	
ncr Delay (d2), s/veh	0000400	0.0	0.0	0.0	0.0	0.0	
nitial Q Delay(d3),s/veh	in the second section of the second	ADDITION OF	7.6				
6ile BackOfQ(50%),veh	CONTRACTOR AND STREET	0.0	7.0	0.0	0.0	16.4	요시용이 교육하다면 경우로 중심하다 것이다. 사용기를 다 되었다.
Insig. Movement Delay	THE RESERVE AND ADDRESS OF THE PARTY OF THE	THE RESERVE OF THE PERSON NAMED IN	40.0	0.0	0.0	440	
nGrp Delay(d),s/veh	52.0	0.0	10.2	0.0	0.0	14.6	
nGrp LOS	D		В		A	В	
pproach Vol, veh/h	417	Α	1108	Α		1744	
pproach Delay, s/veh			10.2			14.6	
pproach LOS	D		В	i Ball		В	
imer - Assigned Phs		2				6	8 1 2 September 1
hs Duration (G+Y+Rc)	, S	110.0	T VIEW			110.0	40.0
Change Period (Y+Rc),	S	4.5				4.5	4.5
Max Green Setting (Gm	ax), s	105.5				105.5	35.5
Max Q Clear Time (g_c-	+11), s	22.2				44.9	17.7
Green Ext Time (p_c), s		10.7			100	23.9	1.4
ntersection Summary						Site 3	
HCM 6th Ctrl Delay			17.9		diale		
HCM 6th LOS			В				
Notes		of product			20-23		

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

)	*	→	*	•	—	*	1	†	1	1	ļ	1	
Movement El	BL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4		Y	4	7	ሻ	1		ሻ	1		
Traffic Volume (veh/h)	0	10	10	440	0	40	10	684	420	70	1244	10	
Future Volume (veh/h)	0	10	10	440	0	40	10	684	420	70	1244	10	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
	00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj 1.	00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No			No			No			No		
Adj Sat Flow, veh/h/ln 18	70	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	SOFT STREET
Adj Flow Rate, veh/h	0	10	0	454	0	7	10	705	376	72	1282	10	
	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	
Cap, veh/h	0	23	0	562	0	250	22	1337	712	94	2304	18	
	00	0.01	0.00	0.16	0.00	0.16	0.01	0.60	0.60	0.05	0.64	0.64	
Sat Flow, veh/h	0	1870	0	3563	0	1585	1781	2239	1193	1781	3614	28	
Grp Volume(v), veh/h	0	10	0	454	0	7	10	559	522	72	630	662	
Grp Sat Flow(s), veh/h/ln	0	1870	0	1781	0	1585	1781	1777	1656	1781	1777	1865	
	0.0	0.5	0.0	12.3	0.0	0.4	0.6	18.5	18.5	4.0	19.9	19.9	
10-11	0.0	0.5	0.0	12.3	0.0	0.4	0.6	18.5	18.5	4.0	19.9	19.9	Anna San Carlo de La Carlo de
Prop In Lane 0.0	NOC1	0.0	0.00	1.00	0.0	1.00	1.00	10.0	0.72	1.00	10.0	0.02	
Lane Grp Cap(c), veh/h	0	23	0.00	562	0	250	22	1061	988	94	1133	1189	Charles have been a linear
V/C Ratio(X) 0.0		0.44	0.00	0.81	0.00	0.03	0.46	0.53	0.53	0.77	0.56	0.56	
Avail Cap(c_a), veh/h	0	122	0.00	983	0.00	437	331	1061	988	331	1133	1189	
	00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I) 0.0		1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	Victorial Control of the Control of
	0.0	48.9	0.0	40.5	0.0	35.5	48.9	11.8	11.8	46.6	10.1	10.2	
Secretary and the second secretary and the second s	0.0	12.8	0.0	2.8	0.0	0.0	14.6	1.9	2.0	12.2	2.0	1.9	
AND ADDRESS OF THE PARTY OF THE	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/in0		0.3	0.0	5.6	0.0	0.0	0.0	7.1	6.7	2.1	7.4	7.7	
Unsig. Movement Delay, s/		0.0	0.0	0.0	0.0	0.1	0.0	1.1	0.7	2.1	1.4	1.1	
THE CONTROL OF THE CONTROL OF THE PROPERTY OF THE CONTROL OF THE C	0.0	61.7	0.0	43.4	0.0	35.6	63.5	13.7	13.8	58.8	12.1	12.0	
	A	61.7 E	Α	40.4 D	Α	33.0 D	03.3 E	В	13.0 B	30.0 E	12.1 B	12.0 B	
	^			U		U			D			Ь	
Approach Vol, veh/h	Fil	10		35531	461	= thinks	2011	1091			1364	- 72	
Approach Delay, s/veh		61.7	17 E3H	Ediginia.	43.2			14.2			14.5		
Approach LOS		E			D	NEW ST		В			В	84576	
Timer - Assigned Phs	1	2		4	5	6		8			May 1		
Phs Duration (G+Y+Rc), s9		64.0		5.7	5.7	68.0		20.2					THE RESERVE OF THE PARTY OF THE
Change Period (Y+Rc), s 4	.5	4.5		4.5	4.5	4.5		4.5					
Max Green Setting (Gmax)	.5	59.5		6.5	18.5	59.5		27.5					
Max Q Clear Time (g_c+l16)		20.5		2.5	2.6	21.9		14.3					
Green Ext Time (p_c), s 0	1,1	9.0		0.0	0.0	11.1		1.5	19 18	EVA.		RAIL	
Intersection Summary	Ale			B. 5,									
HCM 6th Ctrl Delay	40	1	19.1										
HCM 6th LOS			В										
Notes					THE	1/(0)	alki.						

	×	→	*	1	←	•	₽I	4	†	-	1	ļ	1	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	15	1	79"	THE	^	79"		1	个个	7	ħ	^	7	
Traffic Volume (veh/h)	10	10	20	200	10	50	10	10	324	380	140	1094	10	
Future Volume (veh/h)	10	10	20	200	10	50	10	10	324	380	140	1094	10	
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	
	1.00	1.00	1.00	1.00	1.00	1.00	11131	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	A PROPERTY AND ADDRESS OF THE PARTY AND	No			No				No			No		
	1870	1870	1870	1870	1870	1870		1870	1856	1870	1870	1870	1870	
Adj Flow Rate, veh/h	11	11	1	211	11	6		11	341	0	147	1152	11	
	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, %	2	2	2	2	2	2		2	3	2	2	2	2	
Cap, veh/h	44	46	39	314	170	144		164	2173		784	1234	1046	
	0.02	0.02	0.02	0.09	0.09	0.09		0.01	0.62	0.00	0.06	0.66	0.66	
	1781	1870	1585	3456	1870	1585		1781	3526	1585	1781	1870	1585	
Grp Volume(v), veh/h	11	11	1	211	11	6		11	341	0	147	1152	11	
Grp Sat Flow(s), veh/h/ln	1781	1870	1585	1728	1870	1585		1781	1763	1585	1781	1870	1585	
Q Serve(g_s), s	0.5	0.5	0.1	5.0	0.5	0.3		0.2	3.5	0.0	2.4	46.5	0.2	
Cycle Q Clear(g_c), s	0.5	0.5	0.1	5.0	0.5	0.3		0.2	3.5	0.0	2.4	46.5	0.2	
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00	
Lane Grp Cap(c), veh/h	44	46	39	314	170	144		164	2173		784	1234	1046	
V/C Ratio(X)	0.25	0.24	0.03	0.67	0.06	0.04		0.07	0.16		0.19	0.93	0.01	
Avail Cap(c_a), veh/h	471	494	419	1035	560	475		485	2173		1028	1234	1046	
	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh		40.8	40.5	37.5	35.4	35.3		16.9	6.9	0.0	4.7	12.8	5.0	
Incr Delay (d2), s/veh	2.9	2.6	0.3	2.5	0.2	0.1		0.2	0.2	0.0	0.1	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	0.0	0.0	0.0	
%ile BackOfQ(50%),veh.		0.3	0.0	2.2	0.2	0.1		0.1	1.2	0.0	0.6	18.3	0.1	
Unsig. Movement Delay,	s/veh													
PROPERTY OF THE PROPERTY OF TH	43.7	43.4	40.8	40.0	35.6	35.5		17.0	7.1	0.0	4.8	26.8	5.0	
LnGrp LOS	D	D	D	D	D	D		В	Α		Α	С	Α	
Approach Vol, veh/h		23			228				352	Α		1310		
Approach Delay, s/veh		43.4			39.7				7.4			24.1		
Approach LOS		D			D				Α			C		
Timer - Assigned Phs	1	2	11-12	4	5	6		8			balla B	445	N. Table	
Phs Duration (G+Y+Rc),	s9 3	57.0	ally ex	6.6	5.6	60.7		12.2		A STATE				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5						
Max Green Setting (Gma		52.5	(Sivi	22.5	16.5	52.5	T I TAN	25.5	ingle	100	1000			
Max Q Clear Time (g_c+		5.5		2.5	2.2	48.5		7.0						
Green Ext Time (p_c), s		2.4		0.0	0.0	2.8		0.7				W.A.		
Intersection Summary	Logical Control						100		NEW	Ren I	XIII SI	The state of	Stores.	
HCM 6th Ctrl Delay		No. of Contract of	23.1						110-110					
HCM 6th LOS	10000		C			Albert Cont					05(00)	100		
Notes	I Company	A Day		The Street		XIII DELE	NAME OF TAXABLE PARTY.	Co principal	to produce	eine e	- Olymber		No. II. SA	
	1 Torre	ina	vo mr a mi				SULE	100					Salara .	
User approved ignoring Unsignalized Delay for IN					ations	of the a	pproach	dolov	and lat	orne eti-	n dela		TO VICE US	
Unsignalized Delay for [N	אסולן 18	exclu	ieu iror	n calcu	auuns	or the a	pproacr	uelay	and int	ersectio	n delay			

Intersection					A P								
Int Delay, s/veh	1.5												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4			4	7		4		
Traffic Vol, veh/h	0	0	0	27	0	11	10	360	11	5	1210	0	
Future Vol, veh/h	0	0	0	27	0	11	10	360	11	5	1210	0	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized			None	D. 157		None			None		-	None	
Storage Length	-	-	*	4	-	-	1941	4	350	(-)	-	-	
Veh in Median Storage	,# -	0	-		0		-	0		ZILE	0		
Grade, %	-	0	-	-	0	-		0	<u>~</u>	(e)	0	-	
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	
Heavy Vehicles, %	2	2	2	2	2	20	2	3	42	25	2	2	
Mvmt Flow	0	0	0	28	0	11	10	371	11	5	1247	0	200 Sept 100-100
	Ainor2			Minor1			Major1			Major2			
Conflicting Flow All	1659	1659	1247	1648	1648	371	1247	0	0	382	0	0	
Stage 1	1257	1257	-	391	391		5-0		-		-	÷	
Stage 2	402	402	-	1257	1257		100		*	8#3	(4	*	
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.4	4.12		-	4.35	-	-	
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	8	383	*	×		9	*	
Critical Hdwy Stg 2	6.12	5.52		6.12	5.52			3	-	-	-	-	
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.48	2.218	94	*	2.425	-	#.	
Pot Cap-1 Maneuver	78	98	212	79	99	637	558	-		1061			
Stage 1	210	243	-	633	607		•	4	-	5=7	-	-	
Stage 2	625	600	-	210	243		340	-	-	-			
Platoon blocked, %								-	9:		-	-	
Mov Cap-1 Maneuver	74	94	212	77	95	637	558	-	=	1061	13 III 24	-	
Mov Cap-2 Maneuver	74	94	×	77	95	*		-	-	-	2		
Stage 1	205	239		618	593	-	341	9	2			-	
Stage 2	600	586	-	207	239	4.	*	-	4	-	-		
				100									CASSACTIVE CONTRACTOR
Approach	EB			WB	MARIE		NB			SB			
HCM Control Delay, s	0			60			0.3			0	8125		
HCM LOS	Α	New York		F			to Tarrette		G. Santa	NAME OF TAXABLE PARTY.	and a second		Maria Caraca
	4.7	SVLBIL	MIN	V. 117.		-12.41			1 375				
Minor Lane/Major Mvmt		NBL	NBT	NBR	EBLn1V	/BLn1	SBL	SBT	SBR				New York and the
Capacity (veh/h)		558	¥			103	1061		-				
HCM Lane V/C Ratio		0.018	-	88		0.38	0.005	-					
HCM Control Delay (s)		11.6	0		0	60	8.4	0	on level				A-51 6 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5
10111 100		В	Α		Α	F	Α	Α	-				
HCM Lane LOS		D	Γ	3070	$\overline{}$	1.0	11	7.1					