	۶	<b>→</b>	•	•	<b>←</b>	•	1	<b>†</b>	1	-	Ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	44	**	7	14.54	<b>^</b>	7	1/2	ተተተ	7	1/2	ተተተ	7
Traffic Volume (veh/h)	49	58	174	257	86	145	249	943	104	61	1751	65
Future Volume (veh/h)	49	58	174	257	86	145	249	943	104	61	1751	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	63	189	279	93	158	271	1025	113	66	1903	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	472	210	322	712	318	315	3051	947	104	2739	850
Arrive On Green	0.03	0.13	0.13	0.09	0.20	0.20	0.09	0.60	0.60	0.06	1.00	1.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	53	63	189	279	93	158	271	1025	113	66	1903	71
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	2.3	2.3	17.6	11.9	3.2	13.3	11.6	15.2	4.6	2.8	0.0	0.0
Cycle Q Clear(g_c), s	2.3	2.3	17.6	11.9	3.2	13.3	11.6	15.2	4.6	2.8	0.0	0.0
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	88	472	210	322	712	318	315	3051	947	104	2739	850
V/C Ratio(X)	0.60	0.13	0.90	0.87	0.13	0.50	0.86	0.34	0.12	0.64	0.69	0.08
Avail Cap(c_a), veh/h	346	877	391	346	877	391	415	3051	947	415	2739	850
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.3	57.4	64.1	67.1	49.2	53.3	67.2	15.2	13.1	69.7	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	5.1	18.1	0.0	0.4	11.0	0.3	0.3	2.4	1.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.1	7.5	6.1	1.5	5.4	5.6	5.9	1.8	1.2	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.6	57.5	69.1	85.2	49.3	53.7	78.2	15.5	13.3	72.1	1.5	0.2
LnGrp LOS	E	E	E	F	D	D	E	В	B	E	A	A
Approach Vol, veh/h		305			530			1409			2040	
Approach Delay, s/veh		67.7			69.5			27.4			3.7	
Approach LOS		Е			Е			С			Α	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	95.6	19.0	25.9	18.7	86.5	8.8	36.1				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	18.0	58.0	15.0	37.0	18.0	58.0	15.0	37.0				
Max Q Clear Time (g_c+I1), s	4.8	17.2	13.9	19.6	13.6	2.0	4.3	15.3				
Green Ext Time (p_c), s	0.0	3.9	0.0	0.3	0.1	10.0	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay			24.2									
HCM 6th LOS			С									

## **Educational Use Only**

	•	•	<b>†</b>	-	-	Ţ
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	ሻሻ	7	<b>†</b>	7	ሻሻ	<b>^</b>
Traffic Volume (veh/h)	235	195	27	195	94	22
Future Volume (veh/h)	235	195	27	195	94	22
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	255	0	29	0	102	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	607		112		336	1183
Arrive On Green	0.18	0.00	0.06	0.00	0.10	0.33
Sat Flow, veh/h	3456	1585	1870	1585	3456	3647
Grp Volume(v), veh/h	255	0	29	0	102	24
Grp Sat Flow(s),veh/h/ln	1728	1585	1870	1585	1728	1777
Q Serve(g_s), s	1.9	0.0	0.4	0.0	0.8	0.1
Cycle Q Clear(g_c), s	1.9	0.0	0.4	0.0	0.8	0.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	607		112		336	1183
V/C Ratio(X)	0.42		0.26		0.30	0.02
Avail Cap(c_a), veh/h	2669		1576		2427	2995
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	1.00	1.00
Uniform Delay (d), s/veh	10.5	0.0	12.8	0.0	12.0	6.4
Incr Delay (d2), s/veh	0.2	0.0	0.4	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.2	0.0	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.6	0.0	13.2	0.0	12.1	6.4
LnGrp LOS	В		В		В	Α
Approach Vol, veh/h	255		29			126
Approach Delay, s/veh	10.6		13.2			11.0
Approach LOS	В		В			В
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	7.8	7.7		13.0		15.5
Change Period (Y+Rc), s	5.0	6.0		8.0		6.0
Max Green Setting (Gmax), s	20.0	24.0		22.0		24.0
Max Q Clear Time (g c+l1), s	2.8	2.4		3.9		24.0
(0- ),						
Green Ext Time (p_c), s	0.1	0.1		0.4		0.0
Intersection Summary						
HCM 6th Ctrl Delay			10.9			
HCM 6th LOS			В			

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

Movement   EBL   EBT   EBR   WBL   WBT   WBR   NBL   NBT   NBR   SBL   SBT   SBR   Lanc Configurations   1		۶	-	•	•	•	•	1	<b>†</b>	1	1	ļ	4
Traffic Volume (veh/h) 63 17 107 61 26 30 55 1006 44 49 1640 64 fortial Colume (veh/h) 63 17 107 61 26 30 55 1006 44 49 1640 64 fortial Colume (veh/h) 63 17 107 61 26 30 55 1006 44 49 1640 64 fortial Colume (veh/h) 63 17 107 61 26 30 55 1006 44 49 1640 64 fortial Colume (veh/h) 63 17 107 61 26 30 55 1006 44 9 1640 64 fortial Colume (veh/h) 60 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (veh/h) 63 17 107 61 26 30 55 1006 44 49 1640 64 fortial Colume (veh/h) 63 17 107 61 26 30 55 1006 44 49 1640 64 fortial Colume (veh/h) 63 17 107 61 26 30 55 1006 44 49 1640 64 fortial Colume (veh/h) 63 17 107 61 26 30 55 1006 44 49 1640 64 fortial Colume (veh/h) 63 17 107 61 26 30 55 1006 44 9 1640 64 fortial Colume (veh/h) 60 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Lane Configurations	Y	<b>†</b>	7		473		*	<b>^</b>	7	ň	<b>^</b>	7
Initial Q(Qb), veh	Traffic Volume (veh/h)	63		107	61	26	30	55		44	49		64
Ped-Bike Adji(A_pbT)	Future Volume (veh/h)	63	17	107	61	26	30	55	1006	44	49	1640	64
Parking Busi Adj	Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Work Zone On Approach	Ped-Bike Adj(A_pbT)							1.00					
Adj Sat Flow, veh/h/In         1870         187	Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Flow Rate, veh/h         68         18         116         66         28         33         60         1093         48         53         1783         70           Peak Hour Factor         0.92         2         2         2         2         2         2	Work Zone On Approach					No			No				
Peak Hour Factor   0.92													
Percent Heavy Veh, %													
Cap, veh/h         134         185         156         155         72         88         255         3821         1186         469         3816         1185           Arrive On Green         0.10         0.10         0.10         0.10         0.10         0.00         1.00         1.00         0.03         0.75         0.75           Sat Flow, veh/h         1341         1870         1585         1101         730         890         1781         5106         1585         1781         5106         1585         1781         5106         1585         1781         5106         1585         1781         5106         1585         1781         5106         1585         1781         1702         1585         1781         1702         1585         1781         1702         1585         1781         1702         1585         1781         1702         1585         1781         1702         1585         1781         1702         1585         1781         1702         1585         0         152         252         12.2         0.0         0.0         1.0         185         180         0         1542         1585         1781         1702         1585         1781         17													
Arrive On Green													
Sat Flow, veh/h													
Grp Volume(v), veh/h         68         18         116         70         0         57         60         1093         48         53         1783         70           Grp Sat Flow(s), veh/h/ln         1341         1870         1585         1180         0         1542         1781         1702         1585         1781         1702         1585         1781         1702         1585         1781         1702         1585         1781         1702         1585         1781         1702         1585         1781         1702         1585         1781         1702         1585         1781         1702         1585         1781         1702         1585         1585         180         0         152         12         0.0         0.0         1.0         203         1.8           Prop In Lane         1.00         1.00         1.00         0.95         0.58         1.00													
Grp Sat Flow(s), veh/h/ln         1341         1870         1585         1180         0         1542         1781         1702         1585         1781         1702         1585           Q Serve(g_s), s         7.5         1.3         10.7         7.7         0.0         5.2         1.2         0.0         0.0         1.0         20.3         1.8           Cycle Q Clear(g_c), s         12.7         1.3         10.7         9.0         0.0         5.2         1.2         0.0         0.0         1.0         20.3         1.8           Prop In Lane         1.00         1.00         1.00         1.95         0.58         1.00         1.00         1.00         1.00           Lane Grp Cap(c), veh/h         134         185         156         163         0         152         255         3821         1186         469         3816         1185           V/C Ratio(X)         0.51         0.10         0.74         0.43         0.00         0.38         0.24         0.29         0.04         0.11         0.06         1.00           HCM Platon Ratio         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00 <t< td=""><td>Sat Flow, veh/h</td><td>1341</td><td>1870</td><td>1585</td><td>1101</td><td>730</td><td>890</td><td>1781</td><td>5106</td><td>1585</td><td>1781</td><td>5106</td><td>1585</td></t<>	Sat Flow, veh/h	1341	1870	1585	1101	730	890	1781	5106	1585	1781	5106	1585
Q Serve(g_s), s	Grp Volume(v), veh/h	68	18	116	70	0	57	60	1093	48	53	1783	70
Cycle Q Clear(g_c), s         12.7         1.3         10.7         9.0         0.0         5.2         1.2         0.0         0.0         1.0         20.3         1.8           Prop In Lane         1.00         1.00         0.95         0.58         1.00         0.00         0.38         0.24         0.29         0.04         0.11         0.4         0.06         Avail Cap(c_a), veh/h         243         337         285         267         0         278         325         3821         1186         541         3816         1185         HCM         1.00         1.0	Grp Sat Flow(s),veh/h/ln	1341	1870	1585	1180	0	1542	1781	1702	1585	1781	1702	1585
Prop In Lane	Q Serve(g_s), s	7.5	1.3	10.7	7.7	0.0	5.2	1.2	0.0	0.0	1.0	20.3	1.8
Lane Grp Cap(c), veh/h	Cycle Q Clear(g_c), s	12.7	1.3	10.7	9.0	0.0	5.2	1.2	0.0	0.0	1.0	20.3	1.8
V/C Ratio(X)         0.51         0.10         0.74         0.43         0.00         0.38         0.24         0.29         0.04         0.11         0.47         0.06           Avail Cap(c_a), veh/h         243         337         285         267         0         278         325         3821         1186         541         3816         1185           HCM Platoon Ratio         1.00         1.00         1.00         1.00         1.00         1.00         1.00         2.00         2.00         2.00         1.00         1.00         1.00           Upstream Filter(I)         1.00	Prop In Lane	1.00		1.00	0.95		0.58	1.00		1.00	1.00		1.00
Avail Cap(c_a), veh/h Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Lane Grp Cap(c), veh/h	134	185	156	163	0	152	255	3821	1186	469	3816	1185
HCM Platon Ratio	V/C Ratio(X)	0.51	0.10	0.74	0.43	0.00	0.38	0.24	0.29	0.04	0.11	0.47	0.06
Upstream Filter(I)         1.00         0.0	Avail Cap(c_a), veh/h	243	337	285	267	0	278	325	3821	1186	541	3816	1185
Uniform Delay (d), s/veh 69.2 61.5 65.7 65.5 0.0 63.3 5.4 0.0 0.0 3.8 7.4 5.0 Incr Delay (d2), s/veh 1.1 0.1 2.6 0.7 0.0 0.6 0.2 0.2 0.1 0.0 0.4 0.1 Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Incr Delay (d2), s/veh	Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Q Delay(d3),s/veh	Uniform Delay (d), s/veh	69.2	61.5	65.7	65.5	0.0	63.3	5.4	0.0	0.0	3.8	7.4	5.0
Wile BackOfQ(50%), veh/In       2.6       0.6       4.5       2.6       0.0       2.1       0.4       0.1       0.0       0.3       6.9       0.6         Unsig. Movement Delay, s/veh       Ingr Delay(d), s/veh       70.3       61.6       68.3       66.2       0.0       63.8       5.6       0.2       0.1       3.9       7.8       5.1         LnGrp LOS       E       E       E       E       E       A       E       A       B       B       B       B	Incr Delay (d2), s/veh	1.1	0.1	2.6	0.7	0.0	0.6	0.2	0.2	0.1	0.0	0.4	0.1
Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh 70.3 61.6 68.3 66.2 0.0 63.8 5.6 0.2 0.1 3.9 7.8 5.1 LnGrp LOS E E E E E A E A A A A A A A A A A A A	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
LnGrp Delay(d),s/veh         70.3         61.6         68.3         66.2         0.0         63.8         5.6         0.2         0.1         3.9         7.8         5.1           LnGrp LOS         E         E         E         E         A         E         A	%ile BackOfQ(50%),veh/ln	2.6	0.6	4.5	2.6	0.0	2.1	0.4	0.1	0.0	0.3	6.9	0.6
LnGrp LOS         E         E         E         E         E         E         A         B         B         B         B         B	Unsig. Movement Delay, s/veh												
Approach Vol, veh/h         202         127         1201         1906           Approach Delay, s/veh         68.4         65.1         0.5         7.6           Approach LOS         E         E         A         A           Timer - Assigned Phs         1         2         4         5         6         8           Phs Duration (G+Y+Rc), s         9.0         118.2         22.8         9.1         118.1         22.8           Change Period (Y+Rc), s         4.5         6.0         8.0         4.5         6.0         8.0           Max Green Setting (Gmax), s         10.5         94.0         27.0         10.5         94.0         27.0           Max Q Clear Time (g_c+l1), s         3.0         2.0         14.7         3.2         22.3         11.0           Green Ext Time (p_c), s         0.0         3.7         0.1         0.0         7.6         0.2           Intersection Summary           HCM 6th Ctrl Delay         10.8	LnGrp Delay(d),s/veh	70.3	61.6	68.3	66.2	0.0	63.8	5.6	0.2	0.1	3.9	7.8	5.1
Approach Delay, s/veh       68.4       65.1       0.5       7.6         Approach LOS       E       E       A       A         Timer - Assigned Phs       1       2       4       5       6       8         Phs Duration (G+Y+Rc), s       9.0       118.2       22.8       9.1       118.1       22.8         Change Period (Y+Rc), s       4.5       6.0       8.0       4.5       6.0       8.0         Max Green Setting (Gmax), s       10.5       94.0       27.0       10.5       94.0       27.0         Max Q Clear Time (g_c+I1), s       3.0       2.0       14.7       3.2       22.3       11.0         Green Ext Time (p_c), s       0.0       3.7       0.1       0.0       7.6       0.2         Intersection Summary         HCM 6th Ctrl Delay       10.8	LnGrp LOS	E	E	E	E	Α	Е	Α	Α	Α	Α	Α	<u>A</u>
Approach LOS	Approach Vol, veh/h		202			127			1201			1906	
Timer - Assigned Phs 1 2 4 5 6 8  Phs Duration (G+Y+Rc), s 9.0 118.2 22.8 9.1 118.1 22.8  Change Period (Y+Rc), s 4.5 6.0 8.0 4.5 6.0 8.0  Max Green Setting (Gmax), s 10.5 94.0 27.0 10.5 94.0 27.0  Max Q Clear Time (g_c+I1), s 3.0 2.0 14.7 3.2 22.3 11.0  Green Ext Time (p_c), s 0.0 3.7 0.1 0.0 7.6 0.2  Intersection Summary  HCM 6th Ctrl Delay 10.8	Approach Delay, s/veh		68.4			65.1			0.5			7.6	
Phs Duration (G+Y+Rc), s       9.0       118.2       22.8       9.1       118.1       22.8         Change Period (Y+Rc), s       4.5       6.0       8.0       4.5       6.0       8.0         Max Green Setting (Gmax), s       10.5       94.0       27.0       10.5       94.0       27.0         Max Q Clear Time (g_c+I1), s       3.0       2.0       14.7       3.2       22.3       11.0         Green Ext Time (p_c), s       0.0       3.7       0.1       0.0       7.6       0.2         Intersection Summary         HCM 6th Ctrl Delay       10.8	Approach LOS		Е			Е			Α			Α	
Change Period (Y+Rc), s       4.5       6.0       8.0       4.5       6.0       8.0         Max Green Setting (Gmax), s       10.5       94.0       27.0       10.5       94.0       27.0         Max Q Clear Time (g_c+l1), s       3.0       2.0       14.7       3.2       22.3       11.0         Green Ext Time (p_c), s       0.0       3.7       0.1       0.0       7.6       0.2         Intersection Summary         HCM 6th Ctrl Delay       10.8	Timer - Assigned Phs	1	2		4	5	6		8				
Change Period (Y+Rc), s       4.5       6.0       8.0       4.5       6.0       8.0         Max Green Setting (Gmax), s       10.5       94.0       27.0       10.5       94.0       27.0         Max Q Clear Time (g_c+l1), s       3.0       2.0       14.7       3.2       22.3       11.0         Green Ext Time (p_c), s       0.0       3.7       0.1       0.0       7.6       0.2         Intersection Summary         HCM 6th Ctrl Delay       10.8	Phs Duration (G+Y+Rc), s	9.0	118.2		22.8	9.1	118.1		22.8				
Max Green Setting (Gmax), s       10.5       94.0       27.0       10.5       94.0       27.0         Max Q Clear Time (g_c+l1), s       3.0       2.0       14.7       3.2       22.3       11.0         Green Ext Time (p_c), s       0.0       3.7       0.1       0.0       7.6       0.2         Intersection Summary         HCM 6th Ctrl Delay       10.8													
Max Q Clear Time (g_c+I1), s       3.0       2.0       14.7       3.2       22.3       11.0         Green Ext Time (p_c), s       0.0       3.7       0.1       0.0       7.6       0.2         Intersection Summary         HCM 6th Ctrl Delay       10.8		10.5				10.5	94.0		27.0				
Green Ext Time (p_c), s         0.0         3.7         0.1         0.0         7.6         0.2           Intersection Summary         HCM 6th Ctrl Delay         10.8		3.0			14.7		22.3						
HCM 6th Ctrl Delay 10.8		0.0			0.1				0.2				
HCM 6th Ctrl Delay 10.8	Intersection Summary												
				10.8									
	HCM 6th LOS			В									

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