Intersection	
Intersection Delay, s/veh	13.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	74	20	9	30	39	208	20	256	116	128	166	76
Future Vol, veh/h	74	20	9	30	39	208	20	256	116	128	166	76
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	25	25	25	21	21	21	3	3	3	13	13	13
Mvmt Flow	78	21	9	32	41	219	21	269	122	135	175	80
Number of Lanes	1	2	0	1	1	1	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	12.7	13.8	13.4	12.5
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	42%	0%	100%	43%	0%	100%	0%	0%	100%
Vol Right, %	0%	0%	58%	0%	0%	57%	0%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	171	201	74	13	16	30	39	208	128	111
LT Vol	20	0	0	74	0	0	30	0	0	128	0
Through Vol	0	171	85	0	13	7	0	39	0	0	111
RT Vol	0	0	116	0	0	9	0	0	208	0	0
Lane Flow Rate	21	180	212	78	14	16	32	41	219	135	116
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.044	0.35	0.389	0.187	0.032	0.036	0.072	0.087	0.423	0.288	0.233
Departure Headway (Hd)	7.517	7.017	6.614	8.662	8.162	7.759	8.159	7.659	6.959	7.702	7.202
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	478	514	545	415	439	462	440	469	519	468	500
Service Time	5.242	4.742	4.339	6.402	5.902	5.5	5.888	5.388	4.688	5.428	4.928
HCM Lane V/C Ratio	0.044	0.35	0.389	0.188	0.032	0.035	0.073	0.087	0.422	0.288	0.232
HCM Control Delay	10.6	13.5	13.5	13.4	11.2	10.8	11.5	11.1	14.7	13.5	12.1
HCM Lane LOS	B	B	B	B	B	B	B	B	B	B	B
HCM 95th-tile Q	0.1	1.6	1.8	0.7	0.1	0.1	0.2	0.3	2.1	1.2	0.9

Intersection	
Intersection Delay, s/veh	18.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	64	31	17	94	22	280	8	157	89	289	194	44
Future Vol, veh/h	64	31	17	94	22	280	8	157	89	289	194	44
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	16	16	16	16	16	16	3	3	3	15	15	15
Mvmt Flow	71	34	19	104	24	311	9	174	99	321	216	49
Number of Lanes	1	2	0	1	1	1	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	13.2	19.5	14	22.1
HCM LOS	B	C	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	37%	0%	100%	38%	0%	100%	0%	0%	100%
Vol Right, %	0%	0%	63%	0%	0%	62%	0%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	105	141	64	21	27	94	22	280	289	129
LT Vol	8	0	0	64	0	0	94	0	0	289	0
Through Vol	0	105	52	0	21	10	0	22	0	0	129
RT Vol	0	0	89	0	0	17	0	0	280	0	0
Lane Flow Rate	9	116	157	71	23	30	104	24	311	321	144
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.021	0.263	0.335	0.184	0.056	0.071	0.247	0.054	0.633	0.723	0.304
Departure Headway (Hd)	8.627	8.127	7.687	9.332	8.832	8.396	8.521	8.021	7.321	8.11	7.61
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	415	442	466	384	405	426	422	446	492	446	473
Service Time	6.387	5.887	5.446	7.099	6.599	6.164	6.272	5.772	5.072	5.859	5.359
HCM Lane V/C Ratio	0.022	0.262	0.337	0.185	0.057	0.07	0.246	0.054	0.632	0.72	0.304
HCM Control Delay	11.6	13.8	14.3	14.2	12.1	11.8	14.1	11.2	21.9	29.4	13.7
HCM Lane LOS	B	B	B	B	B	B	B	B	C	D	B
HCM 95th-tile Q	0.1	1	1.5	0.7	0.2	0.2	1	0.2	4.3	5.7	1.3

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	1	56	0	0	0	0	225	319	62	307	0
Future Vol, veh/h	15	1	56	0	0	0	0	225	319	62	307	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	-	-	300	-	-	-	-	-	0	300	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	28	28	28	2	2	2	15	15	15	10	10	10
Mvmt Flow	16	1	59	0	0	0	0	237	336	65	323	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	572	1026	162	-	0	0	573	0	0
Stage 1	453	453	-	-	-	-	-	-	-
Stage 2	119	573	-	-	-	-	-	-	-
Critical Hdwy	7.36	7.06	7.46	-	-	-	4.3	-	-
Critical Hdwy Stg 1	6.36	6.06	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.36	6.06	-	-	-	-	-	-	-
Follow-up Hdwy	3.78	4.28	3.58	-	-	-	2.3	-	-
Pot Cap-1 Maneuver	393	195	778	0	-	-	943	-	0
Stage 1	538	507	-	0	-	-	-	-	0
Stage 2	821	442	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	366	0	778	-	-	-	943	-	-
Mov Cap-2 Maneuver	366	0	-	-	-	-	-	-	-
Stage 1	538	0	-	-	-	-	-	-	-
Stage 2	764	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0	1.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	366	778	943	-
HCM Lane V/C Ratio	-	-	0.046	0.076	0.069	-
HCM Control Delay (s)	-	-	15.3	10	9.1	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.2	0.2	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	69	0	138	0	0	0	0	299	185	171	376	0
Future Vol, veh/h	69	0	138	0	0	0	0	299	185	171	376	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	-	-	300	-	-	-	-	-	0	300	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	19	19	19	2	2	2	14	14	14	9	9	9
Mvmt Flow	74	0	148	0	0	0	0	322	199	184	404	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	933	1293	202	-	0	0	521	0	0
Stage 1	772	772	-	-	-	-	-	-	-
Stage 2	161	521	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.88	7.28	-	-	-	4.28	-	-
Critical Hdwy Stg 1	6.18	5.88	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.88	-	-	-	-	-	-	-
Follow-up Hdwy	3.69	4.19	3.49	-	-	-	2.29	-	-
Pot Cap-1 Maneuver	236	140	755	0	-	-	994	-	0
Stage 1	375	369	-	0	-	-	-	-	0
Stage 2	803	489	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	192	0	755	-	-	-	994	-	-
Mov Cap-2 Maneuver	192	0	-	-	-	-	-	-	-
Stage 1	375	0	-	-	-	-	-	-	-
Stage 2	654	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19	0	3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	192	755	994	-
HCM Lane V/C Ratio	-	-	0.386	0.197	0.185	-
HCM Control Delay (s)	-	-	35.1	10.9	9.4	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	1.7	0.7	0.7	-

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	213	1	131	89	155	0	0	187	39
Future Vol, veh/h	0	0	0	213	1	131	89	155	0	0	187	39
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	-	-	-	-	-	300	300	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	24	24	24	14	14	14	11	11	11
Mvmt Flow	0	0	0	220	1	135	92	160	0	0	193	40

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	441	577	80	233	0	-	-	-	0
Stage 1	344	344	-	-	-	-	-	-	-
Stage 2	97	233	-	-	-	-	-	-	-
Critical Hdwy	7.28	6.98	7.38	4.38	-	-	-	-	-
Critical Hdwy Stg 1	6.28	5.98	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.28	5.98	-	-	-	-	-	-	-
Follow-up Hdwy	3.74	4.24	3.54	2.34	-	-	-	-	-
Pot Cap-1 Maneuver	492	382	898	1249	-	0	0	-	-
Stage 1	628	583	-	-	-	0	0	-	-
Stage 2	854	659	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	456	0	898	1249	-	-	-	-	-
Mov Cap-2 Maneuver	456	0	-	-	-	-	-	-	-
Stage 1	582	0	-	-	-	-	-	-	-
Stage 2	854	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.2	3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	1249	-	456	898	-	-
HCM Lane V/C Ratio	0.073	-	0.484	0.15	-	-
HCM Control Delay (s)	8.1	-	20.1	9.7	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	2.6	0.5	-	-

Intersection	
Int Delay, s/veh	16.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	211	1	98	157	224	0	0	342	25
Future Vol, veh/h	0	0	0	211	1	98	157	224	0	0	342	25
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	-	-	-	-	-	300	300	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	10	10	10	7	7	7	7	7	7
Mvmt Flow	0	0	0	234	1	109	174	249	0	0	380	28

Major/Minor	Minor1		Major1			Major2			
Conflicting Flow All	787	1005	125	408	0	-	-	-	0
Stage 1	597	597	-	-	-	-	-	-	-
Stage 2	190	408	-	-	-	-	-	-	-
Critical Hdwy	7	6.7	7.1	4.24	-	-	-	-	-
Critical Hdwy Stg 1	6	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.6	4.1	3.4	2.27	-	-	-	-	-
Pot Cap-1 Maneuver	313	227	877	1112	-	0	0	-	-
Stage 1	491	470	-	-	-	0	0	-	-
Stage 2	800	575	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	264	0	877	1112	-	-	-	-	-
Mov Cap-2 Maneuver	264	0	-	-	-	-	-	-	-
Stage 1	414	0	-	-	-	-	-	-	-
Stage 2	800	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	52.5	3.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	1112	-	264	877	-	-
HCM Lane V/C Ratio	0.157	-	0.892	0.124	-	-
HCM Control Delay (s)	8.8	-	72.3	9.7	-	-
HCM Lane LOS	A	-	F	A	-	-
HCM 95th %tile Q(veh)	0.6	-	7.8	0.4	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	0	44	0	0	0	105	186	0	0	180	30
Future Vol, veh/h	4	0	44	0	0	0	105	186	0	0	180	30
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	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	0	250	-	250	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	2	2	2	9	9	9	9	9	9
Mvmt Flow	4	0	49	0	0	0	117	207	0	0	200	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	555	658	117	-	-	104	233	0	-	207	0	0
Stage 1	217	217	-	-	-	-	-	-	-	-	-	-
Stage 2	338	441	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.6	7	-	-	6.94	4.28	-	-	4.28	-	-
Critical Hdwy Stg 1	6.6	5.6	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.6	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.55	4.05	3.35	-	-	3.32	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	408	377	903	0	0	931	1282	-	0	1312	-	-
Stage 1	757	715	-	0	0	-	-	-	0	-	-	-
Stage 2	642	568	-	0	0	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	379	343	903	-	-	931	1282	-	-	1312	-	-
Mov Cap-2 Maneuver	379	343	-	-	-	-	-	-	-	-	-	-
Stage 1	688	715	-	-	-	-	-	-	-	-	-	-
Stage 2	583	516	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	0	2.9	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1282	-	810	-	1312	-	-
HCM Lane V/C Ratio	0.091	-	0.066	-	-	-	-
HCM Control Delay (s)	8.1	-	9.8	0	0	-	-
HCM Lane LOS	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.2	-	0	-	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	0	146	0	0	0	96	229	0	0	218	7
Future Vol, veh/h	19	0	146	0	0	0	96	229	0	0	218	7
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	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	0	250	-	250	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	13	13	13	2	2	2	5	5	5	2	2	2
Mvmt Flow	22	0	170	0	0	0	112	266	0	0	253	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	614	747	131	-	-	133	261	0	-	266	0	0
Stage 1	257	257	-	-	-	-	-	-	-	-	-	-
Stage 2	357	490	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.76	6.76	7.16	-	-	6.94	4.2	-	-	4.14	-	-
Critical Hdwy Stg 1	6.76	5.76	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.76	5.76	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.63	4.13	3.43	-	-	3.32	2.25	-	-	2.22	-	-
Pot Cap-1 Maneuver	354	319	860	0	0	892	1279	-	0	1295	-	-
Stage 1	695	667	-	0	0	-	-	-	0	-	-	-
Stage 2	604	520	-	0	0	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	330	291	860	-	-	892	1279	-	-	1295	-	-
Mov Cap-2 Maneuver	330	291	-	-	-	-	-	-	-	-	-	-
Stage 1	634	667	-	-	-	-	-	-	-	-	-	-
Stage 2	551	474	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	0	2.4	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1279	-	726	-	1295	-	-
HCM Lane V/C Ratio	0.087	-	0.264	-	-	-	-
HCM Control Delay (s)	8.1	-	11.7	0	0	-	-
HCM Lane LOS	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	1.1	-	0	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	24	75	112	202	16
Future Vol, veh/h	1	24	75	112	202	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	50	50	11	11	3	3
Mvmt Flow	1	28	86	129	232	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	542	241	250	0	-	0
Stage 1	241	-	-	-	-	-
Stage 2	301	-	-	-	-	-
Critical Hdwy	6.9	6.7	4.21	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.75	2.299	-	-	-
Pot Cap-1 Maneuver	428	693	1265	-	-	-
Stage 1	699	-	-	-	-	-
Stage 2	653	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	399	693	1265	-	-	-
Mov Cap-2 Maneuver	399	-	-	-	-	-
Stage 1	651	-	-	-	-	-
Stage 2	653	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	3.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1265	-	399	693	-	-
HCM Lane V/C Ratio	0.068	-	0.003	0.04	-	-
HCM Control Delay (s)	8.1	-	14	10.4	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0	0.1	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	138	51	201	97	12
Future Vol, veh/h	27	138	51	201	97	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	6	6
Mvmt Flow	34	173	64	251	121	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	508	129	136	0	-	0
Stage 1	129	-	-	-	-	-
Stage 2	379	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	525	921	1448	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	692	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	502	921	1448	-	-	-
Mov Cap-2 Maneuver	502	-	-	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	692	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	1.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1448	-	502	921	-	-
HCM Lane V/C Ratio	0.044	-	0.067	0.187	-	-
HCM Control Delay (s)	7.6	-	12.7	9.8	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0.7	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	0	33	0	0	0	2	654	1543	0	830	430
Future Vol, veh/h	38	0	33	0	0	0	2	654	1543	0	830	430
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	-	-	Free	-	-	None	-	-	Free	-	-	Free
Storage Length	0	-	300	-	-	-	-	-	300	-	-	0
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	19	19	19	2	2	2	4	4	4	3	3	3
Mvmt Flow	41	0	35	0	0	0	2	703	1659	0	892	462

Major/Minor	Minor2					Major1			Major2		
Conflicting Flow All	1248	-	-			892	0	-	-	-	0
Stage 1	892	-	-			-	-	-	-	-	-
Stage 2	356	-	-			-	-	-	-	-	-
Critical Hdwy	7.18	-	-			4.18	-	-	-	-	-
Critical Hdwy Stg 1	6.18	-	-			-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	-	-			-	-	-	-	-	-
Follow-up Hdwy	3.69	-	-			2.24	-	-	-	-	-
Pot Cap-1 Maneuver	143	0	0			743	-	0	0	-	0
Stage 1	322	0	0			-	-	0	0	-	0
Stage 2	632	0	0			-	-	0	0	-	0
Platoon blocked, %							-			-	
Mov Cap-1 Maneuver	142	0	-			743	-	-	-	-	-
Mov Cap-2 Maneuver	142	0	-			-	-	-	-	-	-
Stage 1	321	0	-			-	-	-	-	-	-
Stage 2	632	0	-			-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	40.3	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	743	-	142	-	-
HCM Lane V/C Ratio	0.003	-	0.288	-	-
HCM Control Delay (s)	9.9	-	40.3	0	-
HCM Lane LOS	A	-	E	A	-
HCM 95th %tile Q(veh)	0	-	1.1	-	-

Intersection	
Int Delay, s/veh	17

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	0	79	0	0	0	0	480	697	0	1907	109
Future Vol, veh/h	40	0	79	0	0	0	0	480	697	0	1907	109
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	-	-	Free	-	-	None	-	-	Free	-	-	Free
Storage Length	0	-	300	-	-	-	-	-	300	-	-	0
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	31	31	31	2	2	2	6	6	6	2	2	2
Mvmt Flow	44	0	88	0	0	0	0	533	774	0	2119	121

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	2386	-	-	-	0	-	-	-	0
Stage 1	2119	-	-	-	-	-	-	-	-
Stage 2	267	-	-	-	-	-	-	-	-
Critical Hdwy	7.42	-	-	-	-	-	-	-	-
Critical Hdwy Stg 1	6.42	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.42	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.81	-	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	~ 19	0	0	0	-	0	0	-	0
Stage 1	54	0	0	0	-	0	0	-	0
Stage 2	674	0	0	0	-	0	0	-	0
Platoon blocked, %					-			-	
Mov Cap-1 Maneuver	~ 19	0	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	~ 19	0	-	-	-	-	-	-	-
Stage 1	54	0	-	-	-	-	-	-	-
Stage 2	674	0	-	-	-	-	-	-	-

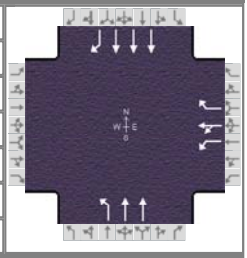
Approach	EB	NB	SB
HCM Control Delay, $	1034.5	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	19	-	-
HCM Lane V/C Ratio	-	2.339	-	-
HCM Control Delay (s)		$ 1034.5	0	-
HCM Lane LOS	-	F	A	-
HCM 95th %tile Q(veh)	-	6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCS7 Signalized Intersection Results Summary

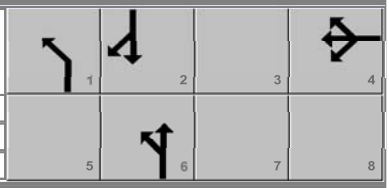
General Information				Intersection Information	
Agency	Bohannan Huston			Duration, h	1.000
Analyst	CDV	Analysis Date	11/27/2019	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	1.00
Urban Street		Analysis Year	2022	Analysis Period	1> 7:00
Intersection	98th & I -40 WB	File Name	98th_I-40WB_AM.xus		
Project Description	AM 2022 No Build				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				498	2	61	84	732			699	41

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.9	86.6	21.5	0.0	0.0	0.0	
Yellow	4.5	4.5	4.5	0.0	0.0	0.0	
Red	2.0	1.0	1.5	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	1	6		2
Case Number				9.0	1.0	4.0		7.3
Phase Duration, s				27.5	10.4	102.5		92.1
Change Period, ($Y+R_c$), s				6.0	6.5	5.5		5.5
Max Allow Headway (*MAH*), s				4.1	4.1	0.0		0.0
Queue Clearance Time (g_s), s				19.5	3.8			
Green Extension Time (g_e), s				2.0	0.2	0.0		0.0
Phase Call Probability				1.00	0.95			
Max Out Probability				0.00	0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	1	6			2	12
Adjusted Flow Rate (*v*), veh/h				249	251	61	84	732			699	41
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1810		1810	1809			1725	
Queue Service Time (g_s), s				17.3	17.5		1.8	8.4			6.8	
Cycle Queue Clearance Time (g_c), s				17.3	17.5		1.8	8.4			6.8	
Green Ratio (*g/C*)				0.17	0.17		0.71	0.75			0.67	
Capacity (*c*), veh/h				299	299		575	2699			3448	
Volume-to-Capacity Ratio (*X*)				0.832	0.838		0.146	0.271			0.203	
Back of Queue (*Q*), ft/ln (95 th percentile)				326.4	329.4		29.6	129.5			110.3	
Back of Queue (*Q*), veh/ln (95 th percentile)				13.1	13.2		1.2	5.2			4.4	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00		0.30	0.00			0.00	
Uniform Delay (d_1), s/veh				52.5	52.6		6.0	5.3			8.4	
Incremental Delay (d_2), s/veh				6.3	6.6		0.1	0.2			0.1	
Initial Queue Delay (d_3), s/veh				0.0	0.0		0.0	0.0			0.0	
Control Delay (*d*), s/veh				58.8	59.1	0.0	6.1	5.5			8.5	0.0
Level of Service (LOS)				E	E	A	A	A			A	A
Approach Delay, s/veh / LOS	0.0			52.5	D		5.6	A		8.0	A	
Intersection Delay, s/veh / LOS	18.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.48	B	1.85	B	1.36	A
Bicycle LOS Score / LOS			1.41	A	1.16	A	0.89	A

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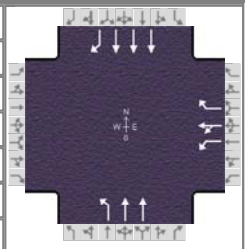
HCS7 Signalized Intersection Results Summary

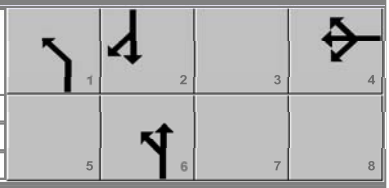
General Information				Intersection Information	
Agency	Bohannan Huston			Duration, h	1.000
Analyst	CDV	Analysis Date	11/27/2019	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	1.00
Urban Street		Analysis Year	2022	Analysis Period	1> 16:00
Intersection	98th & I -40 WB	File Name	98th_I-40WB_PM.xus		
Project Description	PM 2022 No Build				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				1652	1	274	80	453			499	61

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	30.1	56.8	0.0	0.0	0.0	
Yellow	4.5	4.5	4.5	0.0	0.0	0.0	
Red	2.0	1.0	1.5	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	1	6		2
Case Number				9.0	1.0	4.0		7.3
Phase Duration, s				62.8	11.6	47.2		35.6
Change Period, ($Y+R_c$), s				6.0	6.5	5.5		5.5
Max Allow Headway (*MAH*), s				4.1	4.1	0.0		0.0
Queue Clearance Time (g_s), s				46.8	5.4			
Green Extension Time (g_e), s				10.0	0.2	0.0		0.0
Phase Call Probability				1.00	0.91			
Max Out Probability				0.33	0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	1	6			2	12
Adjusted Flow Rate (*v*), veh/h				826	827	274	80	453			499	61
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1810		1810	1809			1725	
Queue Service Time (g_s), s				44.7	44.8		3.4	9.8			8.5	
Cycle Queue Clearance Time (g_c), s				44.7	44.8		3.4	9.8			8.5	
Green Ratio (*g/C*)				0.52	0.52		0.34	0.38			0.27	
Capacity (*c*), veh/h				935	935		328	1371			1418	
Volume-to-Capacity Ratio (*X*)				0.884	0.885		0.244	0.330			0.352	
Back of Queue (*Q*), ft/ln (95 th percentile)				676.3	678.3		65.9	190.1			162.1	
Back of Queue (*Q*), veh/ln (95 th percentile)				27.1	27.1		2.6	7.6			6.5	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00		0.66	0.00			0.00	
Uniform Delay (d_1), s/veh				23.7	23.7		25.8	24.2			32.1	
Incremental Delay (d_2), s/veh				7.9	8.0		0.4	0.6			0.7	
Initial Queue Delay (d_3), s/veh				0.0	0.0		0.0	0.0			0.0	
Control Delay (*d*), s/veh				31.5	31.7	0.0	26.1	24.9			32.8	0.0
Level of Service (LOS)				C	C	A	C	C			C	A
Approach Delay, s/veh / LOS	0.0			27.1		C	25.1		C	29.2		C
Intersection Delay, s/veh / LOS	27.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.48	B	1.92	B	1.42	A
Bicycle LOS Score / LOS			3.67	D	0.93	A	0.80	A

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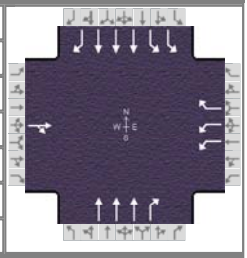
HCS7 Signalized Intersection Results Summary

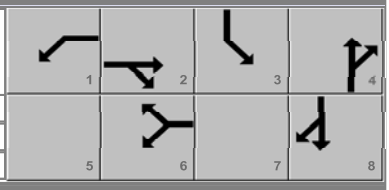
General Information				Intersection Information	
Agency	Bohannan Huston			Duration, h	0.250
Analyst	CDV	Analysis Date	11/27/2019	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.92
Urban Street		Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Arroyo Vista & Ladera	File Name	Arroyo Vista_Ladera_AM.xus		
Project Description	AM 2022 No Build				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0	0	413		16		250	373	26	390	0

Signal Information			
Cycle, s	48.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.4	2.6	17.8	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	2.0	2.0	2.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		4	3	8
Case Number		8.3	1.0	3.0		7.3	2.0	3.0
Phase Duration, s		0.0	16.4	16.4		23.8	8.6	32.3
Change Period, ($Y+R_c$), s		6.0	6.0	6.0		6.0	6.0	6.0
Max Allow Headway (*MAH*), s		0.0	5.1	5.4		5.2	5.1	5.2
Queue Clearance Time (g_s), s			7.6	2.4		12.4	2.4	4.0
Green Extension Time (g_e), s		0.0	2.8	0.1		5.0	0.1	7.5
Phase Call Probability			1.00	1.00		1.00	0.32	1.00
Max Out Probability			0.01	0.00		0.42	0.00	0.17

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1		16		4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h		0		449		17		272	405	28	424	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln		0		1757				1725		1757	1725	1610
Queue Service Time (g_s), s		0.0		5.6				1.7		0.4	2.0	0.0
Cycle Queue Clearance Time (g_c), s		0.0		5.6				1.7		0.4	2.0	0.0
Green Ratio (*g/C*)				0.22				0.36		0.05	0.54	0.54
Capacity (*c*), veh/h				1045				1888		184	2797	870
Volume-to-Capacity Ratio (*X*)		0.000		0.429				0.144		0.153	0.152	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)		0		89.3				23.9		6.8	22.1	0
Back of Queue (*Q*), veh/ln (95 th percentile)		0.0		3.6				1.0		0.3	0.9	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00				0.00		0.02	0.00	0.00
Uniform Delay (d_1), s/veh				17.2				10.4		22.1	5.6	0.0
Incremental Delay (d_2), s/veh		0.0		0.4				0.0		0.5	0.0	0.0
Initial Queue Delay (d_3), s/veh		0.0		0.0				0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh				17.6		0.0		10.4	0.0	22.6	5.6	0.0
Level of Service (LOS)				B		A		B	A	C	A	
Approach Delay, s/veh / LOS	0.0			16.9		B	4.2		A	6.7		A
Intersection Delay, s/veh / LOS	8.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.59	C	2.82	C	2.25	B	1.64	B
Bicycle LOS Score / LOS	0.49	A		F	0.86	A	0.74	A

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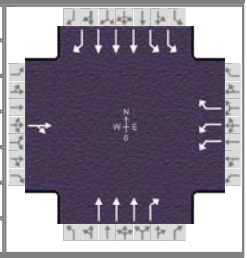
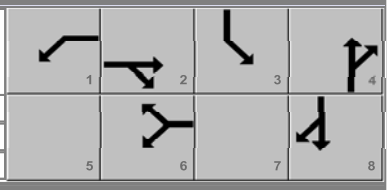
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bohannan Huston			Duration, h	0.250
Analyst	CDV	Analysis Date	11/27/2019	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.92
Urban Street		Analysis Year	2022	Analysis Period	1> 15:30
Intersection	Arroyo Vista & Ladera	File Name	Arroyo Vista_Ladera_PM.xus		
Project Description	PM 2022 No Build				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0	0	342		98		516	395	85	329	0

Signal Information										
Cycle, s	52.1	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	Yes	Simult. Gap E/W	On	Green	9.3	5.9	18.9	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0
				Red	2.0	2.0	2.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		4	3	8
Case Number		8.3	1.0	3.0		7.3	2.0	3.0
Phase Duration, s		0.0	15.3	15.3		24.9	11.9	36.8
Change Period, ($Y+R_c$), s		6.0	6.0	6.0		6.0	6.0	6.0
Max Allow Headway (*MAH*), s		0.0	5.1	5.4		5.1	5.1	5.1
Queue Clearance Time (g_s), s			7.1	5.0		14.1	3.2	3.6
Green Extension Time (g_e), s		0.0	2.3	0.7		4.8	0.4	9.4
Phase Call Probability			1.00	1.00		1.00	0.74	1.00
Max Out Probability			0.00	0.00		0.61	0.00	0.26

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1		16		4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h		0		372		107		561	429	92	358	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln		0		1757				1725		1757	1725	1610
Queue Service Time (g_s), s		0.0		5.1				4.0		1.2	1.6	0.0
Cycle Queue Clearance Time (g_c), s		0.0		5.1				4.0		1.2	1.6	0.0
Green Ratio (*g/C*)				0.18				0.36		0.11	0.59	0.59
Capacity (*c*), veh/h				904				1876		399	3059	952
Volume-to-Capacity Ratio (*X*)		0.000		0.411				0.299		0.231	0.117	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)		0		84.2				58.7		21.8	16.5	0
Back of Queue (*Q*), veh/ln (95 th percentile)		0.0		3.4				2.3		0.9	0.7	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00				0.00		0.07	0.00	0.00
Uniform Delay (d_1), s/veh				19.6				11.9		21.0	4.7	0.0
Incremental Delay (d_2), s/veh		0.0		0.4				0.1		0.4	0.0	0.0
Initial Queue Delay (d_3), s/veh		0.0		0.0				0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh				20.0		0.0		12.0	0.0	21.4	4.7	0.0
Level of Service (LOS)				B		A		B	A	C	A	
Approach Delay, s/veh / LOS	0.0			15.5		B	6.8		A	8.1		A
Intersection Delay, s/veh / LOS	9.3						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.59	C	2.82	C	2.25	B	1.63	B
Bicycle LOS Score / LOS	0.49	A		F	1.03	A	0.74	A

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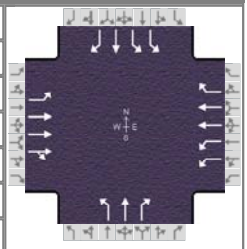
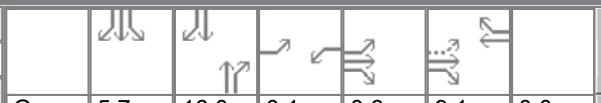
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bohannan Huston			Duration, h	1.000
Analyst	CDV	Analysis Date	11/27/2019	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	1.00
Urban Street		Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Arroyo Vista & Tierra Pi…	File Name	Arroyo Vista_Tierra Pintada_AM.xus		
Project Description	AM 2022 No Build				

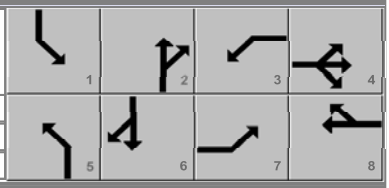


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	17	187	0	2	68	214	0	2	0	253	3	13

Signal Information			
Cycle, s	50.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.7	16.0	0.1	0.6	9.1	0.0
Yellow	3.0	4.0	3.0	0.0	4.0	0.0
Red	1.0	2.0	1.0	0.0	1.5	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	4.6	15.2	4.1	14.6	0.0	22.0	9.7	31.7
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5	4.0	6.0	4.0	6.0
Max Allow Headway (*MAH*), s	5.1	4.2	2.6	4.2	0.0	5.3	2.6	5.3
Queue Clearance Time (g_s), s	2.4	3.4	2.0	8.4		2.0	5.5	2.2
Green Extension Time (g_e), s	0.0	1.3	0.0	0.7	0.0	0.0	0.4	0.0
Phase Call Probability	0.21	1.00	0.03	1.00		1.00	0.97	1.00
Max Out Probability	0.00	0.15	0.00	1.00		0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	17	187	0	2	68	214	0	2	0	253	3	13
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	0	1757	1809	1610	1810	1900	1610	1757	1900	1610
Queue Service Time (g_s), s	0.4	1.4	0.0	0.0	0.8	6.4	0.0	0.0	0.0	3.5	0.0	0.2
Cycle Queue Clearance Time (g_c), s	0.4	1.4	0.0	0.0	0.8	6.4	0.0	0.0	0.0	3.5	0.0	0.2
Green Ratio (*g/C*)	0.19	0.19		0.00	0.18	0.18		0.31	0.31	0.11	0.50	0.50
Capacity (*c*), veh/h	386	1082		7	647	288	4	596	505	395	958	812
Volume-to-Capacity Ratio (*X*)	0.044	0.173	0.000	0.290	0.105	0.743	0.000	0.003	0.000	0.641	0.003	0.016
Back of Queue (*Q*), ft/ln (50 th percentile)	3.7	13.7	0	0.5	7.5	63.8	0	0.3	0	33.1	0.3	1.3
Back of Queue (*Q*), veh/ln (50 th percentile)	0.1	0.5	0.0	0.0	0.3	2.6	0.0	0.0	0.0	1.3	0.0	0.1
Queue Storage Ratio (*RQ*) (50 th percentile)	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Uniform Delay (d_1), s/veh	16.8	17.3		25.4	17.5	19.8	0.0	12.0	0.0	21.6	6.3	6.3
Incremental Delay (d_2), s/veh	0.1	0.1	0.0	8.5	0.1	5.7	0.0	0.0	0.0	0.7	0.0	0.0
Initial Queue Delay (d_3), 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
Control Delay (*d*), s/veh	16.9	17.4		33.9	17.6	25.5	0.0	12.0	0.0	22.3	6.3	6.3
Level of Service (LOS)	B	B		C	B	C		B		C	A	A
Approach Delay, s/veh / LOS	17.3	B		23.6	C		12.0	B		21.3	C	
Intersection Delay, s/veh / LOS	21.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.27	B	2.27	B	2.68	C	2.38	B
Bicycle LOS Score / LOS	0.60	A	0.72	A	0.49	A	0.93	A

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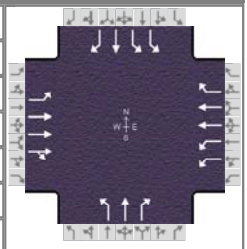
HCS7 Signalized Intersection Results Summary

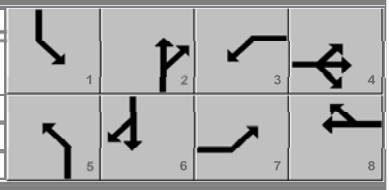
General Information				Intersection Information	
Agency	Bohannan Huston			Duration, h	1.000
Analyst	CDV	Analysis Date	11/27/2019	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	1.00
Urban Street		Analysis Year	2022	Analysis Period	1> 16:00
Intersection	Arroyo Vista & Tierra Pi…	File Name	Arroyo Vista_Tierra Pintada_PM.xus		
Project Description	PM 2022 No Build				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	23	127	50	60	303	216	1	18	14	293	78	85

Signal Information			
Cycle, s	51.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.0	2.4	15.2	0.8	0.9	8.7
Yellow	3.0	3.0	4.0	3.0	0.0	4.0
Red	1.0	1.0	2.0	1.0	0.0	1.5



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	4.8	14.2	5.7	15.1	4.0	21.2	10.5	27.7
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5	4.0	6.0	4.0	6.0
Max Allow Headway (*MAH*), s	5.1	4.2	2.6	4.2	2.6	5.2	2.6	5.2
Queue Clearance Time (g_s), s	2.5	3.6	2.9	8.5	2.0	2.3	6.1	3.7
Green Extension Time (g_e), s	0.1	2.0	0.1	1.1	0.0	0.1	0.4	0.9
Phase Call Probability	0.28	1.00	0.58	1.00	0.01	1.00	0.99	1.00
Max Out Probability	0.00	0.27	0.00	1.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	23	119	58	60	303	216	1	18	14	293	78	85
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1643	1757	1809	1610	1810	1900	1610	1757	1900	1610
Queue Service Time (g_s), s	0.5	1.4	1.6	0.9	3.8	6.5	0.0	0.3	0.3	4.1	1.3	1.7
Cycle Queue Clearance Time (g_c), s	0.5	1.4	1.6	0.9	3.8	6.5	0.0	0.3	0.3	4.1	1.3	1.7
Green Ratio (*g/C*)	0.18	0.17	0.17	0.03	0.19	0.19	0.00	0.30	0.30	0.13	0.42	0.42
Capacity (*c*), veh/h	248	640	277	118	671	299	4	561	476	439	797	676
Volume-to-Capacity Ratio (*X*)	0.093	0.187	0.208	0.508	0.451	0.723	0.285	0.032	0.029	0.667	0.098	0.126
Back of Queue (*Q*), ft/ln (50 th percentile)	5.4	13.9	13.9	8.7	36.6	64.1	0.7	3.3	2.6	38.6	11	12.2
Back of Queue (*Q*), veh/ln (50 th percentile)	0.2	0.6	0.6	0.3	1.5	2.6	0.0	0.1	0.1	1.5	0.4	0.5
Queue Storage Ratio (*RQ*) (50 th percentile)	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.12	0.00	0.00
Uniform Delay (d_1), s/veh	17.6	18.4	18.5	24.5	18.7	19.8	25.8	12.9	12.9	21.6	9.1	9.2
Incremental Delay (d_2), s/veh	0.2	0.1	0.4	1.3	0.5	5.2	16.2	0.0	0.0	0.7	0.1	0.1
Initial Queue Delay (d_3), 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
Control Delay (*d*), s/veh	17.9	18.6	18.9	25.8	19.2	25.0	42.0	13.0	13.0	22.2	9.1	9.3
Level of Service (LOS)	B	B	B	C	B	C	D	B	B	C	A	A
Approach Delay, s/veh / LOS	18.6	B		22.0	C		13.8	B		17.6	B	
Intersection Delay, s/veh / LOS	19.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.27	B	2.27	B	2.69	C	2.40	B
Bicycle LOS Score / LOS	0.60	A	0.97	A	0.54	A	1.24	A

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Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	20	57	0
Future Vol, veh/h	0	0	0	20	57	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	24	67	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	24	0	-	0	12	12
Stage 1	-	-	-	-	12	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1591	-	-	-	1008	1069
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1591	-	-	-	1008	1069
Mov Cap-2 Maneuver	-	-	-	-	1008	-
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1591	-	-	-	1008
HCM Lane V/C Ratio	-	-	-	-	0.067
HCM Control Delay (s)	0	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	65	37	0
Future Vol, veh/h	0	0	0	65	37	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	76	44	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	76	0	-	0	38	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1523	-	-	-	974	1034
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1523	-	-	-	974	1034
Mov Cap-2 Maneuver	-	-	-	-	974	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1523	-	-	-	974
HCM Lane V/C Ratio	-	-	-	-	0.045
HCM Control Delay (s)	0	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	57	20	47	134	0
Future Vol, veh/h	0	57	20	47	134	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	38	38	85	85	51	51
Heavy Vehicles, %	2	2	2	2	71	71
Mvmt Flow	0	150	24	55	263	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	79	0	-	0	202	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	150	-
Critical Hdwy	4.12	-	-	-	7.11	6.91
Critical Hdwy Stg 1	-	-	-	-	6.11	-
Critical Hdwy Stg 2	-	-	-	-	6.11	-
Follow-up Hdwy	2.218	-	-	-	4.139	3.939
Pot Cap-1 Maneuver	1519	-	-	-	654	851
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	734	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1519	-	-	-	654	851
Mov Cap-2 Maneuver	-	-	-	-	654	-
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	734	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1519	-	-	-	654
HCM Lane V/C Ratio	-	-	-	-	0.402
HCM Control Delay (s)	0	-	-	-	14.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	1.9

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	37	65	153	85	0
Future Vol, veh/h	0	37	65	153	85	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	25	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	148	76	180	100	0

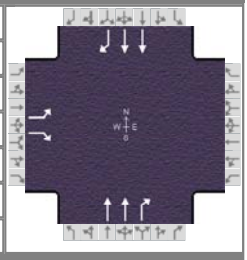
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	256	0	-	0	314	166
Stage 1	-	-	-	-	166	-
Stage 2	-	-	-	-	148	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1309	-	-	-	679	878
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	880	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1309	-	-	-	679	878
Mov Cap-2 Maneuver	-	-	-	-	679	-
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	880	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1309	-	-	-	679
HCM Lane V/C Ratio	-	-	-	-	0.147
HCM Control Delay (s)	0	-	-	-	11.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.5

HCS7 Signalized Intersection Results Summary

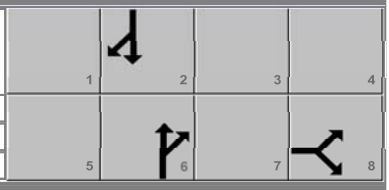
General Information				Intersection Information	
Agency	Bohannan Huston			Duration, h	0.250
Analyst	CDV	Analysis Date	11/21/2019	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.92
Urban Street		Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Unser @ EB I-40	File Name	Unser_EB I40_2022NB_AM.xus		
Project Description	2022 No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	122		89					831	877		1269	973

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	69.0	30.0	0.0	0.0	0.0	0.0	
Yellow	4.5	4.5	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8				6		2
Case Number		9.0				7.0		7.0
Phase Duration, s		35.5				74.5		74.5
Change Period, (*Y+R c*), s		5.5				5.5		5.5
Max Allow Headway (*MAH*), s		3.1				0.0		0.0
Queue Clearance Time (*g s*), s		8.7						
Green Extension Time (*g e*), s		0.4				0.0		0.0
Phase Call Probability		1.00						
Max Out Probability		0.00						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18					6	16		2	12
Adjusted Flow Rate (*v*), veh/h	133		97					903	953		1379	1058
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1711							1766			1781	
Queue Service Time (*g s*), s	6.7							14.1			25.9	
Cycle Queue Clearance Time (*g c*), s	6.7							14.1			25.9	
Green Ratio (*g/C*)	0.27							0.63			0.63	
Capacity (*c*), veh/h	466							2217			2235	
Volume-to-Capacity Ratio (*X*)	0.284							0.407			0.617	
Back of Queue (*Q*), ft/ln (95 th percentile)	128.2							218.9			360.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	4.9							8.5			14.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	1.14							0.11			0.23	
Uniform Delay (*d 1*), s/veh	31.6							10.3			12.5	
Incremental Delay (*d 2*), s/veh	0.1							0.6			1.3	
Initial Queue Delay (*d 3*), s/veh	0.0							0.0			0.0	
Control Delay (*d*), s/veh	31.7		0.0					10.8	0.0		13.7	0.0
Level of Service (LOS)	C		A					B	A		B	A
Approach Delay, s/veh / LOS	18.3	B		0.0			5.3	A		7.8	A	
Intersection Delay, s/veh / LOS	7.3						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.36	A	1.88	B
Bicycle LOS Score / LOS		F			2.02	B	2.50	B

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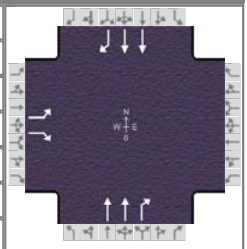
HCS7 Signalized Intersection Results Summary

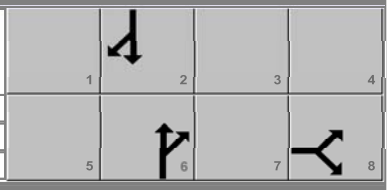
General Information				Intersection Information	
Agency	Bohannan Huston			Duration, h	0.250
Analyst	CDV	Analysis Date	11/21/2019	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.92
Urban Street		Analysis Year	2022	Analysis Period	1> 16:00
Intersection	Unser @ EB I-40	File Name	Unser_EB I40_2022NB_PM.xus		
Project Description	2022 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	92		49					994	637		1364	404

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	69.3	29.7	0.0	0.0	0.0	0.0	
Yellow	4.5	4.5	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8				6		2
Case Number		9.0				7.0		7.0
Phase Duration, s		35.2				74.8		74.8
Change Period, ($Y+R_c$), s		5.5				5.5		5.5
Max Allow Headway (*MAH*), s		3.1				0.0		0.0
Queue Clearance Time (g_s), s		6.9						
Green Extension Time (g_e), s		0.3				0.0		0.0
Phase Call Probability		0.99						
Max Out Probability		0.00						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18					6	16		2	12
Adjusted Flow Rate (*v*), veh/h	100		53					1080	692		1483	439
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1753							1781			1766	
Queue Service Time (g_s), s	4.9							17.7			29.4	
Cycle Queue Clearance Time (g_c), s	4.9							17.7			29.4	
Green Ratio (*g/C*)	0.27							0.63			0.63	
Capacity (*c*), veh/h	474							2243			2225	
Volume-to-Capacity Ratio (*X*)	0.211							0.482			0.666	
Back of Queue (*Q*), ft/ln (95 th percentile)	92.6							262.4			402.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.6							10.3			15.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.83							0.13			0.26	
Uniform Delay (d_1), s/veh	31.1							10.8			13.0	
Incremental Delay (d_2), s/veh	0.1							0.7			1.6	
Initial Queue Delay (d_3), s/veh	0.0							0.0			0.0	
Control Delay (*d*), s/veh	31.1		0.0					11.6	0.0		14.6	0.0
Level of Service (LOS)	C		A					B	A		B	A
Approach Delay, s/veh / LOS	20.3	C		0.0			7.0	A		11.3	B	
Intersection Delay, s/veh / LOS	9.7						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.36	A	1.88	B
Bicycle LOS Score / LOS		F			1.95	B	2.07	B

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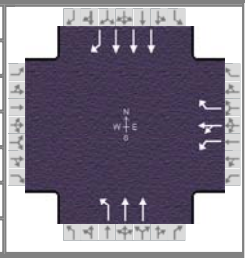
HCS7 Signalized Intersection Results Summary

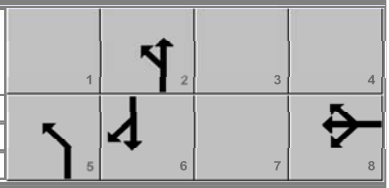
General Information				Intersection Information	
Agency	Bohannan Huston			Duration, h	1.000
Analyst	CDV	Analysis Date	11/21/2019	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	1.00
Urban Street		Analysis Year	2022	Analysis Period	1> 7:00
Intersection	UNSER @ WB I-40	File Name	Unser Intersections_AM.xus		
Project Description	AM 2022 No Build				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				348	1	239	27	891			2311	174

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.9	91.3	21.8	0.0	0.0	0.0
Yellow	3.0	4.5	4.5	0.0	0.0	0.0
Red	0.5	1.0	1.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	1.0	4.0		7.3
Phase Duration, s				27.8	5.4	102.2		96.8
Change Period, (*Y+R c*), s				6.0	3.5	5.5		5.5
Max Allow Headway (*MAH*), s				3.1	4.0	0.0		0.0
Queue Clearance Time (*g s*), s				20.9	2.5			
Green Extension Time (*g e*), s				0.9	0.0	0.0		0.0
Phase Call Probability				1.00	0.62			
Max Out Probability				0.01	0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				174	175	239	27	891			2153	162
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1810		1810	1809			1725	
Queue Service Time (*g s*), s				11.5	11.6		0.5	10.9			26.7	
Cycle Queue Clearance Time (*g c*), s				11.5	11.6		0.5	10.9			26.7	
Green Ratio (*g/C*)				0.17	0.17		0.73	0.74			0.70	
Capacity (*c*), veh/h				303	303		175	2691			3637	
Volume-to-Capacity Ratio (*X*)				0.574	0.577		0.154	0.331			0.592	
Back of Queue (*Q*), ft/ln (95 th percentile)				221.9	223.3		8.4	156.5			305.4	
Back of Queue (*Q*), veh/ln (95 th percentile)				8.9	8.9		0.3	6.3			12.2	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00		0.02	0.00			0.00	
Uniform Delay (*d 1*), s/veh				49.8	49.9		8.4	5.7			9.3	
Incremental Delay (*d 2*), s/veh				0.6	0.6		0.4	0.3			0.5	
Initial Queue Delay (*d 3*), s/veh				0.0	0.0		0.0	0.0			0.0	
Control Delay (*d*), s/veh				50.5	50.5	0.0	8.8	6.0			9.8	0.0
Level of Service (LOS)				D	D	A	A	A			A	A
Approach Delay, s/veh / LOS	0.0			30.0		C	6.1		A	9.1		A
Intersection Delay, s/veh / LOS	11.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.48	B	1.86	B	1.35	A
Bicycle LOS Score / LOS			1.46	A	1.24	A	1.85	B

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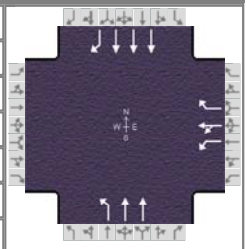
HCS7 Signalized Intersection Results Summary

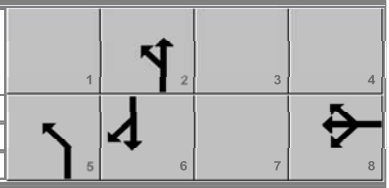
General Information				Intersection Information	
Agency	Bohannan Huston			Duration, h	1.000
Analyst	CDV	Analysis Date	11/21/2019	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	1.00
Urban Street		Analysis Year	2022	Analysis Period	1> 16:00
Intersection	UNSER @ WB I-40	File Name	Unser Intersections_PM.xus		
Project Description	PM 2022 No Build				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				741	5	1503	50	1010			1144	215

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.5	47.3	64.2	0.0	0.0	0.0	
Yellow	3.0	4.5	4.5	0.0	0.0	0.0	
Red	0.5	1.0	1.5	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	1.0	4.0		7.3
Phase Duration, s				70.2	7.0	59.8		52.8
Change Period, ($Y+R_c$), s				6.0	3.5	5.5		5.5
Max Allow Headway (*MAH*), s				3.2	4.0	0.0		0.0
Queue Clearance Time (g_s), s				66.2	4.2			
Green Extension Time (g_e), s				0.0	0.0	0.0		0.0
Phase Call Probability				1.00	0.84			
Max Out Probability				1.00	0.04			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				371	376	1503	50	1010			978	184
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1811		1810	1809			1725	
Queue Service Time (g_s), s				16.9	17.2		2.2	29.3			17.9	
Cycle Queue Clearance Time (g_c), s				16.9	17.2		2.2	29.3			17.9	
Green Ratio (*g/C*)				0.49	0.49		0.41	0.42			0.36	
Capacity (*c*), veh/h				894	894		237	1511			1882	
Volume-to-Capacity Ratio (*X*)				0.415	0.420		0.211	0.668			0.520	
Back of Queue (*Q*), ft/ln (95 th percentile)				279.6	283		42.6	465.5			271.4	
Back of Queue (*Q*), veh/ln (95 th percentile)				11.2	11.3		1.7	18.6			10.9	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00		0.12	0.00			0.00	
Uniform Delay (d_1), s/veh				20.9	21.0		25.2	30.6			28.3	
Incremental Delay (d_2), s/veh				0.1	0.1		0.4	2.4			0.9	
Initial Queue Delay (d_3), s/veh				0.0	0.0		0.0	0.0			0.0	
Control Delay (*d*), s/veh				21.1	21.1	0.0	25.7	33.0			29.2	0.0
Level of Service (LOS)				C	C	A	C	C			C	A
Approach Delay, s/veh / LOS	0.0			7.0		A	32.6		C	24.6		C
Intersection Delay, s/veh / LOS	17.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.48	B	1.92	B	1.41	A
Bicycle LOS Score / LOS			4.20	D	1.36	A	1.24	A

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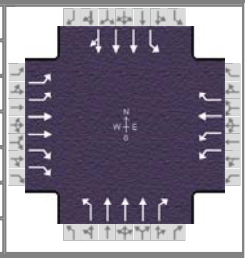
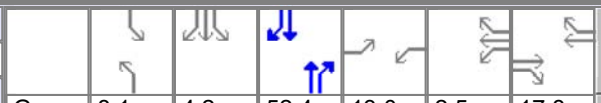
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bohannan Huston			Duration, h	1.000
Analyst	CDV	Analysis Date	11/21/2019	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	1.00
Urban Street		Analysis Year	2022	Analysis Period	1> 7:00
Intersection	UNSER @ LADERA	File Name	Unser Intersections_AM.xus		
Project Description	AM 2022 No Build				

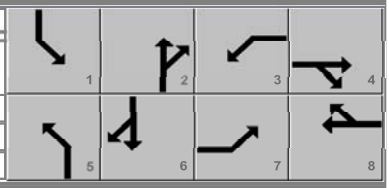


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	295	288	260	487	111	174	91	754	260	139	1509	68

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.1	4.2	52.4	13.0	2.5	17.8
Yellow	3.5	0.0	4.5	3.5	4.0	4.0
Red	3.5	0.0	4.5	1.0	1.5	2.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phase Duration, s	17.5	23.8	25.5	31.8	15.1	61.4	19.3	65.5
Change Period, ($Y+R_c$), s	4.5	6.0	5.5	6.0	7.0	9.0	6.9	9.0
Max Allow Headway (*MAH*), s	3.1	4.7	3.1	4.7	2.6	0.0	2.6	0.0
Queue Clearance Time (g_s), s	12.7	13.3	19.7	14.6	8.3		12.3	
Green Extension Time (g_e), s	0.3	4.5	0.3	4.7	0.1	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.97		0.99	
Max Out Probability	0.65	0.02	1.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	295	288	260	487	111	174	93	771	266	144	1101	538
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1809	1425	1757	1900	1610	1810	1725		1810	1900	1856
Queue Service Time (g_s), s	10.7	9.7	11.3	17.7	6.5	12.6	6.3	15.3		10.3	23.5	22.7
Cycle Queue Clearance Time (g_c), s	10.7	9.7	11.3	17.7	6.5	12.6	6.3	15.3		10.3	23.5	22.7
Green Ratio (*g/C*)	0.10	0.14	0.14	0.15	0.20	0.20	0.06	0.40		0.10	0.43	0.43
Capacity (*c*), veh/h	351	495	390	541	378	320	113	2085		173	1653	807
Volume-to-Capacity Ratio (*X*)	0.841	0.581	0.666	0.900	0.294	0.544	0.822	0.370		0.837	0.666	0.666
Back of Queue (*Q*), ft/ln (95 th percentile)	224.7	199.3	187.4	352.4	138.4	221.1	117.5	273.9		208.3	308	292.7
Back of Queue (*Q*), veh/ln (95 th percentile)	9.0	8.0	7.5	14.1	5.5	8.8	4.7	11.0		8.3	12.3	11.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.80	0.00	0.94	1.22	0.00	0.00	0.26	0.00		0.43	0.00	0.00
Uniform Delay (d_1), s/veh	57.5	52.6	53.3	54.0	44.3	46.8	49.1	32.8		62.5	17.3	16.2
Incremental Delay (d_2), s/veh	10.3	1.6	2.8	18.5	0.3	1.1	5.5	0.5		3.0	1.5	3.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	67.7	54.2	56.1	72.5	44.6	47.9	54.6	33.3	0.0	65.5	18.8	19.3
Level of Service (LOS)	E	D	E	E	D	D	D	C	A	E	B	B
Approach Delay, s/veh / LOS	59.5	E		62.9	E		27.2	C		22.8	C	
Intersection Delay, s/veh / LOS	37.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.74	C	2.60	C	2.44	B	2.57	C
Bicycle LOS Score / LOS	1.18	A	1.76	B	1.10	A	1.43	A

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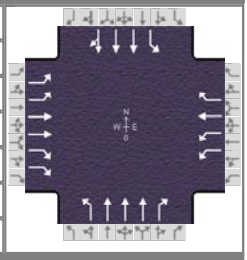
HCS7 Signalized Intersection Results Summary

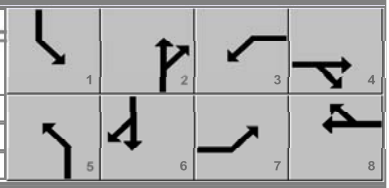
General Information				Intersection Information	
Agency	Bohannan Huston			Duration, h	1.000
Analyst	CDV	Analysis Date	11/21/2019	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	1.00
Urban Street		Analysis Year	2022	Analysis Period	1> 16:00
Intersection	UNSER @ LADERA	File Name	Unser Intersections_PM.xus		
Project Description	PM 2022 No Build				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	157	210	136	314	311	221	283	1274	262	203	768	166

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	15.7	6.7	47.4	7.8	1.2	19.4
Yellow	3.4	0.0	4.5	3.5	4.0	4.0
Red	3.5	0.0	4.5	1.0	1.5	2.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phase Duration, s	12.3	25.4	19.0	32.1	29.3	63.1	22.6	56.4
Change Period, ($Y+R_c$), s	4.5	6.0	5.5	6.0	7.0	9.0	6.9	9.0
Max Allow Headway (*MAH*), s	3.1	4.2	3.1	4.2	2.6	0.0	2.6	0.0
Queue Clearance Time (g_s), s	7.7	8.8	13.4	22.3	21.9		15.5	
Green Extension Time (g_e), s	0.1	3.9	0.1	3.7	0.3	0.0	0.2	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.71	0.00	1.00	0.01	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	157	210	136	314	311	221	281	1264	260	188	593	273
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1809	1425	1757	1900	1610	1810	1725		1810	1900	1725
Queue Service Time (g_s), s	5.7	6.8	5.5	11.4	20.3	16.5	19.9	22.0		13.5	10.9	9.2
Cycle Queue Clearance Time (g_c), s	5.7	6.8	5.5	11.4	20.3	16.5	19.9	22.0		13.5	10.9	9.2
Green Ratio (*g/C*)	0.06	0.15	0.15	0.10	0.20	0.20	0.17	0.42		0.12	0.36	0.36
Capacity (*c*), veh/h	211	539	425	365	381	323	310	2153		218	1385	629
Volume-to-Capacity Ratio (*X*)	0.746	0.390	0.320	0.861	0.816	0.685	0.907	0.587		0.863	0.428	0.434
Back of Queue (*Q*), ft/ln (95 th percentile)	118.1	140.8	90.3	251.6	377.6	275.9	273	239.9		277.2	186.1	145.9
Back of Queue (*Q*), veh/ln (95 th percentile)	4.7	5.6	3.6	10.1	15.1	11.0	10.9	9.6		11.1	7.4	5.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.42	0.00	0.45	0.87	0.00	0.00	0.61	0.00		0.57	0.00	0.00
Uniform Delay (d_1), s/veh	60.1	50.0	49.4	57.3	49.7	48.2	56.6	23.5		63.7	18.6	14.4
Incremental Delay (d_2), s/veh	3.1	0.7	0.6	19.5	3.3	1.9	0.4	0.1		3.6	0.9	2.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	63.2	50.6	50.1	76.9	53.0	50.1	57.0	23.6	0.0	67.3	19.5	16.3
Level of Service (LOS)	E	D	D	E	D	D	E	C	A	E	B	B
Approach Delay, s/veh / LOS	54.4	D		61.1	E		25.4	C		27.2	C	
Intersection Delay, s/veh / LOS	36.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.74	C	2.60	C	2.43	B	2.58	C
Bicycle LOS Score / LOS	0.90	A	1.88	B	1.49	A	1.11	A

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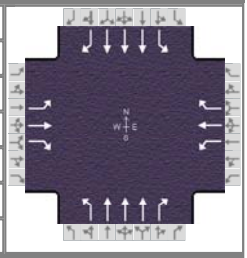
HCS7 Signalized Intersection Results Summary

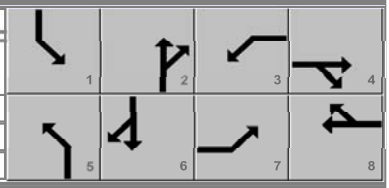
General Information				Intersection Information	
Agency	Bohannan Huston			Duration, h	1.000
Analyst	CDV	Analysis Date	11/21/2019	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	1.00
Urban Street		Analysis Year	2022	Analysis Period	1> 7:00
Intersection	UNSER @ TIERRA PIN…	File Name	Unser Intersections_AM.xus		
Project Description	AM 2022 No Build				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	224	12	359	52	12	19	118	976	29	68	1372	109

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.4	0.8	60.8	4.9	1.7	25.4
Yellow	3.5	3.5	4.5	3.5	3.5	3.0
Red	1.0	1.0	1.0	1.0	1.0	3.5



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	15.6	38.1	9.4	31.9	16.2	71.6	10.9	66.3
Change Period, ($Y+R_c$), s	4.5	6.5	4.5	6.5	4.5	5.5	4.5	5.5
Max Allow Headway (*MAH*), s	2.6	3.3	2.6	3.3	2.6	0.0	2.6	0.0
Queue Clearance Time (g_s), s	13.1	30.8	5.8	3.3	11.7		6.9	
Green Extension Time (g_e), s	0.0	0.8	0.0	0.9	0.1	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	0.85	1.00	0.99		0.91	
Max Out Probability	1.00	0.00	0.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	224	12	359	52	12	19	130	1078	32	68	1372	109
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870		1781	1870		1739	1658		1781	1698	
Queue Service Time (g_s), s	11.1	0.6		3.8	0.7		9.7	17.2		4.9	25.5	
Cycle Queue Clearance Time (g_c), s	11.1	0.6		3.8	0.7		9.7	17.2		4.9	25.5	
Green Ratio (*g/C*)	0.09	0.24		0.04	0.20		0.09	0.51		0.05	0.47	
Capacity (*c*), veh/h	152	455		67	365		156	2531		87	2385	
Volume-to-Capacity Ratio (*X*)	1.473	0.026		0.776	0.033		0.835	0.426		0.781	0.575	
Back of Queue (*Q*), ft/ln (95 th percentile)	1546.4	13.4		83.7	14.4		204.2	271.6		107.4	395.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	60.9	0.5		3.3	0.6		7.9	10.4		4.2	15.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	8.59	0.00		0.33	0.06		0.43	0.00		0.25	0.00	
Uniform Delay (d_1), s/veh	59.5	37.5		62.0	42.4		61.4	19.3		61.1	25.2	
Incremental Delay (d_2), s/veh	886.4	0.0		7.3	0.0		3.9	0.4		5.8	1.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	945.8	37.5	0.0	69.3	42.4	0.0	65.3	19.7	0.0	66.9	26.2	0.0
Level of Service (LOS)	F	D	A	E	D	A	E	B	A	E	C	A
Approach Delay, s/veh / LOS	356.8	F		49.5	D		24.0	C		26.1	C	
Intersection Delay, s/veh / LOS	82.7						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.73	C	2.73	C	2.10	B	2.11	B
Bicycle LOS Score / LOS	1.47	A	0.62	A	1.11	A	1.34	A

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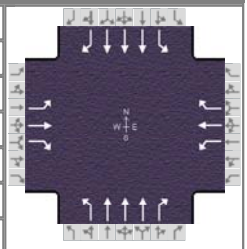
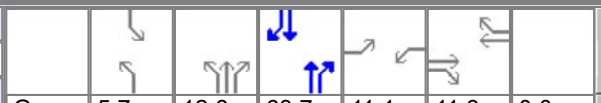
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bohannan Huston			Duration, h	1.000
Analyst	CDV	Analysis Date	11/21/2019	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	1.00
Urban Street		Analysis Year	2022	Analysis Period	1> 16:00
Intersection	UNSER @ TIERRA PIN…	File Name	Unser Intersections_PM.xus		
Project Description	PM 2022 No Build				

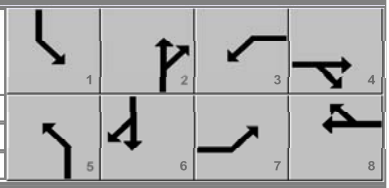


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	134	29	109	144	58	100	275	1250	110	61	801	158

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.7	12.6	63.7	11.1	11.3	0.0
Yellow	3.5	3.5	4.5	3.5	4.0	0.0
Red	1.0	1.0	1.0	1.0	2.5	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	15.6	17.8	15.6	17.8	27.3	86.3	10.2	69.2
Change Period, ($Y+R_c$), s	4.5	6.5	4.5	6.5	4.5	5.5	4.5	5.5
Max Allow Headway (*MAH*), s	2.6	3.3	2.6	3.3	2.6	0.0	2.6	0.0
Queue Clearance Time (g_s), s	11.7	10.8	12.5	10.0	22.5		6.4	
Green Extension Time (g_e), s	0.0	0.6	0.0	0.6	0.3	0.0	0.1	0.0
Phase Call Probability	0.99	1.00	0.99	1.00	1.00		0.89	
Max Out Probability	1.00	0.00	1.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	134	29	109	144	58	100	276	1256	110	61	801	158
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870		1781	1870		1739	1658		1781	1698	
Queue Service Time (g_s), s	9.7	1.9		10.5	3.8		20.5	14.8		4.4	12.4	
Cycle Queue Clearance Time (g_c), s	9.7	1.9		10.5	3.8		20.5	14.8		4.4	12.4	
Green Ratio (*g/C*)	0.09	0.09		0.09	0.09		0.18	0.62		0.04	0.49	
Capacity (*c*), veh/h	152	163		152	163		305	3092		79	2498	
Volume-to-Capacity Ratio (*X*)	0.881	0.178		0.947	0.355		0.905	0.406		0.774	0.321	
Back of Queue (*Q*), ft/ln (95 th percentile)	275.9	40.6		344.1	82.7		369.5	212.3		96.9	217.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	10.9	1.6		13.5	3.3		14.2	8.2		3.8	8.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	1.53	0.00		1.35	0.32		0.77	0.00		0.23	0.00	
Uniform Delay (d_1), s/veh	58.8	55.0		59.2	55.9		58.9	10.5		61.5	20.0	
Incremental Delay (d_2), s/veh	54.6	0.2		95.2	0.5		3.3	0.3		6.2	0.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	113.4	55.2	0.0	154.4	56.4	0.0	62.2	10.8	0.0	67.7	20.4	0.0
Level of Service (LOS)	F	E	A	F	E	A	E	B	A	E	C	A
Approach Delay, s/veh / LOS	61.7	E		84.4	F		18.7	B		20.0	C	
Intersection Delay, s/veh / LOS	28.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.74	C	2.74	C	2.08	B	2.10	B
Bicycle LOS Score / LOS	0.94	A	0.99	A	1.39	A	1.05	A

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