



MEMORANDUM

To: Rafael Casillas
City of Paramount Department of Public Works

Date: March 6, 2024

From: Alfred C. Ying, P.E., PTP *ACY*
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Linscott, Law & Greenspan, Engineers

LLG Ref: 1-23-4544-1

Subject: **15101 Paramount Boulevard Project – Supplemental Transportation Assessment**

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This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to summarize the supplemental transportation assessment prepared for the proposed 15101 Paramount Boulevard Project (“proposed project”) located in City of Paramount, California. LLG previously prepared the transportation assessment dated September 19, 2023 for a prior project development program. The findings of the transportation assessment were confirmed by City of Paramount staff on October 11, 2023. This memorandum has been prepared to provide an updated VMT assessment and intersection operational analysis for the Project.

Description of Modified Project

The project site is located at 15101 Paramount Boulevard. The modified project consists of the development of a 23,256 square-foot grocery store (Building 1), a 3,200 square-foot Panera Bread restaurant with drive through service lane (Building 2 - Tenant A), a 2,048 square-foot fast-food restaurant (Building 2 - Tenant B), and a 2,400 square-foot coffee shop with drive-through service lane (Building 3). The modified Project site plan is shown in **Figure 1**. A comparison of the project components and their corresponding sizes between the prior project and the modified project are shown below:

Land Use	Prior Project	Modified Project
Supermarket	23,256 SF	23,256 SF
Fast-Food Restaurant with Drive-Through Window	2,760 SF	3,200 SF
Fast-Food Restaurant without Drive-Through Window	0 SF	2,048 SF
Coffee Shop with Drive-Through Window	2,400 SF	2,400 SF
TOTAL	28,416 SF	30,904 SF

As shown above, the modified project would result in an overall increase of 2,488 square feet of commercial space when compared to the prior project analyzed in the transportation assessment. The site access and circulation scheme for the Project remains the same as previously proposed.

Updated Project Trip Generation

The updated trip generation forecast for the modified project is summarized in *Table 1*. As shown in *Table 1*, the modified project is forecast to generate a net increase of 468 vehicle trips (247 inbound trips and 221 outbound trips) during the AM peak hour and a net increase of 425 vehicle trips (217 inbound trips and 208 outbound trips) during the PM peak hour. Over a 24-hour period, the proposed project is forecast to generate a net increase of 5,495 daily trip ends during a typical weekday.

When compared with the trip generation forecast for the prior project analyzed in the approved September 19, 2023 transportation assessment, it is concluded that the trip generation forecast for the modified project description results in an increase in traffic volumes for the AM and PM peak hours and on a daily basis. The approved project was forecast to generate a net increase of 360 vehicle trips during the AM peak hour, a net increase of 342 vehicle trips during the PM peak hour, and a net increase of 4,366 vehicle trip ends during a typical weekday. As such, the trip generation forecast for the modified project reflects an increase of 108 vehicle trips during the AM peak hour, 83 vehicle trips during the PM peak hour, and 1,129 vehicle trips on a daily basis when compared to the approved project. For comparison purposes, a copy of the trip generation forecast for the prior project is attached (Table 2-3 from the September 19, 2023 transportation assessment).

Updated Vehicle Miles Traveled (VMT) Assessment

It is understood that the City of Paramount has not formally adopted VMT methodology, screening criteria, or thresholds for VMT analysis of land use development projects within its jurisdiction. It is further understood that the City intends to generally follow the methodology set forth in the Los Angeles County Public Works Transportation Impact Guidelines (dated July 23, 2020).

Consistent with the recommendations provided by the State of California Governor's Office of Planning and Research (OPR) in the *Technical Advisory*, the County's Guidelines recognize the following four (4) types of screening criteria which may be applied to screen proposed projects out of detailed VMT analysis:

- Non-Retail Project Trip Generation Screening Criteria
- Retail Project Site Plan Screening Criteria
- Proximity to Transit Screening Criteria
- Residential Land Use Screening Criteria

Proposed projects are not required to satisfy all of the screening criteria in order to screen out of further VMT analysis; satisfaction of one criterion is sufficient for screening purposes. Projects, or project components, which are screened out of detailed VMT assessment based on these criteria are presumed to have less than significant transportation impacts.

Based on a review of the project's development program, size, and other pertinent factors, it was determined that the County's screening criteria may be applied to the proposed project. Specifically, the "Retail Project Site Plan" screening criterion is applicable to the proposed project. The proposed/modified project consists of the development of a total of 30,904 square-feet of building area (i.e., 23,256 SF supermarket + 3,200 SF fast-food restaurant with drive-through + 2,048 SF fast-food restaurant without drive-through + 2,400 SF coffee shop with drive-through = 30,904 SF). The proposed land use type is identified by County Guidelines as a retail land use, and the size of the overall project is well below 50,000 square feet. Therefore, according to the County's Guidelines, as the proposed project is local serving in nature and is less than 50,000 square feet, the answer to the screening question is "No" and the proposed project satisfies the criteria to be considered a local serving use. Therefore, the project meets the condition to presume less than significant transportation impacts stated in CEQA Guidelines Section 15064.3 and therefore screens out of further VMT analysis.

Updated Intersection Operational Analysis

The four study intersections evaluated in the prior transportation assessment were re-evaluated as part of the supplemental transportation assessment. Four intersections, including the proposed project driveway, were reviewed for consistency with the City of Paramount's adopted Level of Service (LOS) standards. The study intersections were evaluated using the City-approved Highway Capacity Manual (HCM) methodology to determine the LOS under existing and future year 2025 cumulative without and with project conditions.

The relative impact of the added project traffic volumes to be generated by the proposed project during the AM and PM peak hours was evaluated based on analysis of existing and future operating conditions at the study intersections, without and with the proposed project. The previously discussed capacity analysis procedures were utilized to evaluate the delay and service level characteristics at each study intersection. The calculation data worksheets for the analyzed intersections are provided in the attached appendix.

The weekday AM and PM peak hour LOS analysis prepared for the study intersections is summarized in **Table 2**. Based on application of the City's threshold criteria, project-related effects in the delay at the Colorado Avenue/Somerset Boulevard is forecast to exceed the City's threshold criteria. An improvement measure is proposed at the Colorado Avenue/Somerset Boulevard intersection in an effort to reduce the identified forecast project-related effects during the weekday AM and PM peak hours.

The summary of the updated operational analysis of the site driveway is provided in **Table 3**. As presented in **Table 3**, it is concluded the proposed project weekday AM and PM peak hour traffic volumes will not cause or substantially extend vehicle queuing at the site driveway. It should be noted that these results are consistent with the previously reported conclusions contained in the prior transportation assessment.



Summary

Through satisfaction of one of the screening criteria (i.e., the Retail Project Site Plan Screening Criteria), the proposed project meets the condition to presume less than significant transportation impacts stated in CEQA Guidelines Section 15064.3 and is therefore not required to conduct any additional VMT analysis.

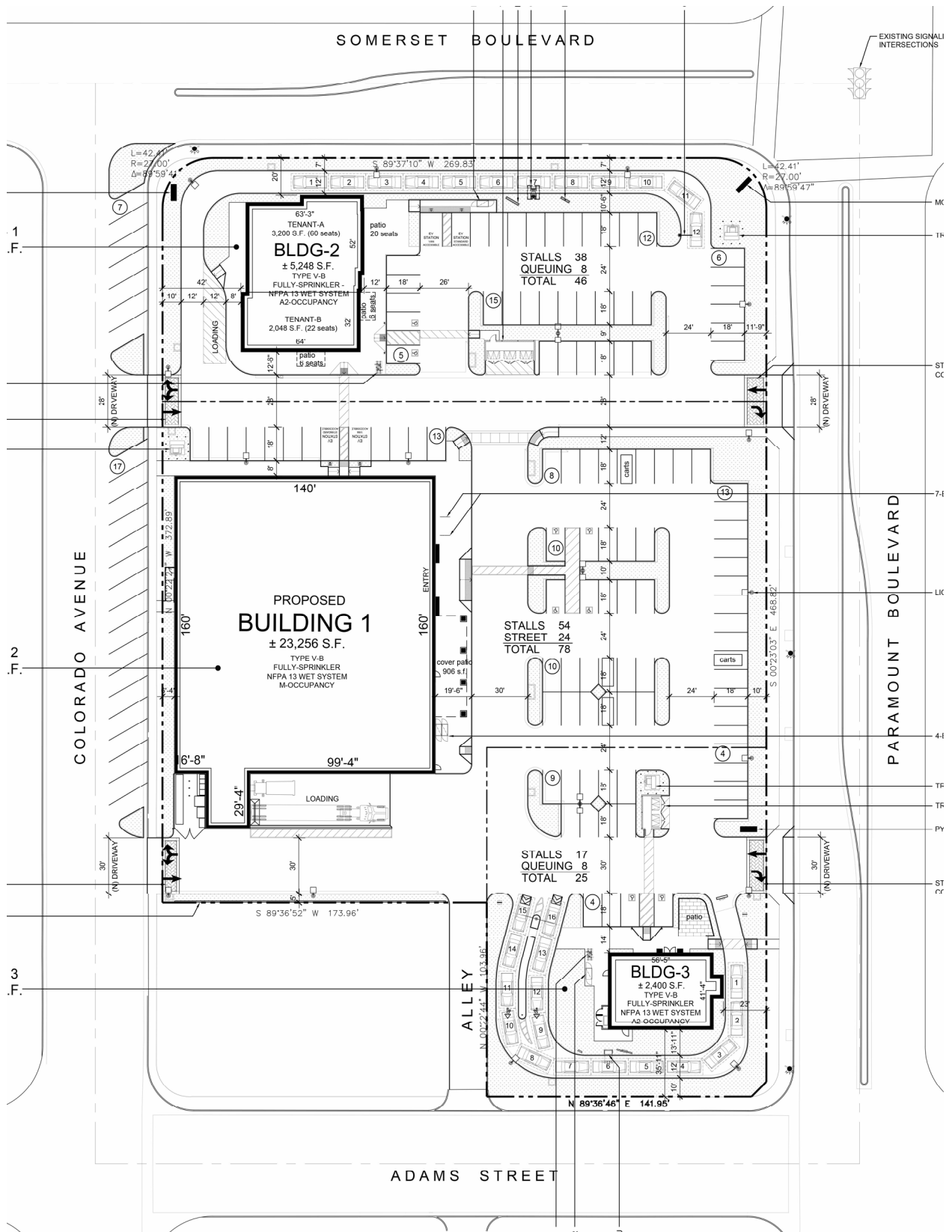
Based on application of the City's threshold criteria, project-related effects in the delay at the Colorado Avenue/Somerset Boulevard is forecast to exceed the City's threshold criteria. An improvement measure is proposed at the Colorado Avenue/Somerset Boulevard intersection in an effort to reduce the identified forecast project-related effects during the weekday AM and PM peak hours. In addition, the proposed project weekday AM and PM peak hour traffic volumes will not cause or substantially extend vehicle queuing at the site driveway. The results are consistent with the previously reported conclusions contained in the prior transportation assessment. Thus, the overall results and conclusions of the prior transportation assessment remain valid.

Please feel free to contact us should you have any questions or comments regarding this supplemental transportation assessment.

Attachments

cc: File

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SOURCE: MMA ARCHITECTURE

Figure 1
Site Plan

Table 1
PROJECT TRIP GENERATION FORECAST

TRIP GENERATION RATES [1]									
ITE LAND USE CATEGORY	ITE LAND USE CODE	VARIABLE	WEEKDAY DAILY	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
				IN (%)	OUT (%)	TOTAL	IN (%)	OUT (%)	TOTAL
Building Materials and Lumber Store	812	Per 1,000 SF	17.05	62%	38%	1.59	46%	54%	2.25
Supermarket	850	Per 1,000 SF	93.84	59%	41%	2.86	50%	50%	8.95
Fast-Food Restaurant without Drive-Through Window	933	Per 1,000 SF	450.49	58%	42%	43.18	50%	50%	33.21
Fast-Food Restaurant with Drive-Through Window	934	Per 1,000 SF	467.48	51%	49%	44.61	52%	48%	33.03
Coffee Shop with Drive-Through Window	937	Per 1,000 SF	533.57	51%	49%	85.88	50%	50%	38.99

PROJECT TRIP GENERATION FORECAST									
LAND USE	ITE LAND USE CODE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				IN	OUT	TOTAL	IN	OUT	TOTAL
<u>Proposed Project</u>									
Supermarket	850	23,256 GSF	2,182	40	27	67	104	104	208
Fast-Food Restaurant without Drive-Through Window	933	2,048 GSF	923	51	37	88	34	34	68
Fast-Food Restaurant with Drive-Through Window	934	3,200 GSF	1,496	73	70	143	55	51	106
Coffee Shop with Drive-Through Window	937	2,400 GSF	1,281	105	101	206	47	47	94
<u>Subtotal Proposed Project</u>			5,882	269	235	504	240	236	476
<u>Existing Uses</u>									
Building Materials and Lumber Store	812	(22,724) GSF	(387)	(22)	(14)	(36)	(23)	(28)	(51)
<u>Subtotal Existing Uses</u>			(387)	(22)	(14)	(36)	(23)	(28)	(51)
<u>NET NEW PROJECT TRIPS</u>			5,495	247	221	468	217	208	425

[1] Source: ITE "Trip Generation Manual", 11th Edition, 2021.

[2] Trips are one-way traffic movements, entering or leaving.

Table 2
SUMMARY OF INTERSECTION OPERATIONAL ANALYSIS [a]
DELAYS AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	[1]		[2]			[3]		[4]			[5]		
				YEAR 2023 EXISTING Delay [b]	LOS [c]	EXISTING W/ PROJECT Delay [b]	LOS [c]	CHANGE Delay [b] [(2)-(1)]	YEAR 2025 FUTURE W/O PROJECT Delay [b]	LOS [c]	YEAR 2025 FUTURE W/ PROJECT Delay [b]	LOS [c]	CHANGE Delay [b] [(4)-(3)]	YEAR 2025 FUTURE W/PROJ. IMPROVEMENT Delay [b]	LOS [c]	CHANGE Delay [b] [(5)-(3)]
1	Colorado Avenue/ Somerset Boulevard	Unsignalized	AM	34.8	D	77.9	F	43.1	35.2	E	80.4	F	45.2	58.0	F	22.8
			PM	23.0	C	59.8	F	36.8	23.2	C	59.8	F	36.6	42.6	E	19.4
2	Paramount Boulevard/ Somerset Boulevard	Signalized	AM	41.3	D	46.7	D	5.4	41.8	D	47.4	D	5.6	47.4	D	5.6
			PM	34.5	C	37.9	D	3.4	34.8	C	38.4	D	3.6	38.4	D	3.6
3	Paramount Boulevard/ Jefferson Street	Signalized	AM	12.6	B	12.8	B	0.2	12.6	B	12.8	B	0.2	12.8	B	0.2
			PM	13.0	B	13.1	B	0.1	13.0	B	13.1	B	0.1	13.1	B	0.1
4	Paramount Boulevard/ North Project Driveway	Unsignalized	AM	--	--	11.7	B	--	--	--	11.8	B	11.8	11.8	B	11.8
			PM	--	--	11.6	B	--	--	--	11.6	B	11.6	11.6	B	11.6

[a] Intersection analysis based on the Highway Capacity Manual, 6th Edition operational analysis methodologies.

[b] Reported control delay values in seconds per vehicle. For two-way stop controlled intersections, the reported control delay values represent the delays associated with the most constrained movement of the intersection.

[c] Intersection Levels of Service are based on the following criteria:

Signalized Intersection Control Delay (s/veh)	Unsignalized Intersection Control Delay (s/veh)	LOS
<= 10	<= 10	A
> 10-20	> 10-15	B
> 20-35	> 15-25	C
> 35-55	> 25-35	D
> 55-80	> 35-50	E
> 80	> 50	F

Table 3
SUMMARY OF VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	DRIVEWAY	TRAFFIC CONTROL	MOVEMENT	PEAK HOUR	95th PERCENTILE QUEUES (FEET PER LANE) [2]					
					EXISTING	EXISTING WITH PROJECT	CHANGE IN QUEUE [3]	YEAR 2025 FUTURE W/O PROJECT	YEAR 2025 FUTURE W/ PROJECT	CHANGE IN QUEUE [3]
1	Project Driveway/ Paramount Boulevard	Unsignalized	EBR	AM	0	5	5	0	5	5
				PM	0	5	5	0	5	5
			SBR	AM	0	0	0	0	0	0
				PM	0	0	0	0	0	0

[1] Pursuant to LA County Public Works' *Transportation Impact Analysis Guidelines*, July 2020, the Highway Capacity Manual (HCM) methodology for intersections was utilized to calculate vehicle queuing.

[2] The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles per lane, however an average vehicle length of 25 feet was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet per lane.

[3] Represents the change in calculated maximum back of queue (in feet per lane) due to the addition of project-related traffic.

APPENDIX

TABLE 2-3 – PROJECT TRIP GENERATION

**HCM LEVELS OF SERVICE EXPLANATION
HCM DATA WORKSHEETS
WEEKDAY AM AND PM PEAK HOURS**

APPROVED

Farland Smith

10/11/2023

LOCAL TRANSPORTATION ASSESSMENT

15101 PARAMOUNT PROJECT

City of Paramount, California
September 19, 2023

Prepared for:

Paramount Gateway LLC
4490 Ayers Avenue
Vernon, California 90058

LLG Ref. 1-23-4544-1

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**Table 2-3
PROJECT TRIP GENERATION FORECAST**

TRIP GENERATION RATES [1]									
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LAND USE	ITE LAND USE CODE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
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Supermarket	850	23,256 GSF	2,182	40	27	67	104	104	208
Fast-Food Restaurant with Drive-Through Window	934	2,760 GSF	1,290	63	60	123	47	44	91
Coffee Shop with Drive-Through Window	937	2,400 GSF	1,281	105	101	206	47	47	94
<u>Subtotal Proposed Project</u>			4,753	208	188	396	198	195	393
<u>Existing Uses</u>									
Building Materials and Lumber Store	812	(22,724) GSF	(387)	(22)	(14)	(36)	(23)	(28)	(51)
<u>Subtotal Existing Uses</u>			(387)	(22)	(14)	(36)	(23)	(28)	(51)
<u>NET NEW PROJECT TRIPS</u>			4,366	186	174	360	175	167	342

[1] Source: ITE "Trip Generation Manual", 11th Edition, 2021.

[2] Trips are one-way traffic movements, entering or leaving.

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of incidents, and when there are no other vehicles on the road. Only the portion of total delay attributed to the control facility is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for traffic signals are stated in terms of the average control delay per vehicle. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the v/c ratio for the lane group in question.

Level of Service Criteria for Signalized Intersections	
Level of Service	Control Delay (Sec/Veh)
A	≤ 10
B	$> 10 \text{ and } \leq 20$
C	$> 20 \text{ and } \leq 35$
D	$> 35 \text{ and } \leq 55$
E	$> 55 \text{ and } \leq 80$
F	> 80

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle. This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay values.

LOS B describes operations with control delay greater than 10 and up to 20 seconds per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.

LOS C describes operations with control delay greater than 20 and up to 35 seconds per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D describes operations with control delay greater than 35 and up to 55 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E describes operations with control delay greater than 55 and up to 80 seconds per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.

LOS F describes operations with control delay in excess of 80 seconds per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the lane groups. It may also occur at high v/c ratios with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2000, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for unsignalized intersections are stated in terms of the average control delay per vehicle. The level of service is determined by the computed or measured control delay and is defined for each minor movement. Average control delay for any particular minor movement is a function of the service time for the approach and the degree of utilization. (Level of service is not defined for the intersection as a whole for two-way stop controlled intersections.)

Level of Service Criteria for TWSC/AWSC Intersections	
Level of Service	Average Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle.

LOS B describes operations with control delay greater than 10 and up to 15 seconds per vehicle.

LOS C describes operations with control delay greater than 15 and up to 25 seconds per vehicle.

LOS D describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

LOS F describes operations with control delay in excess of 50 seconds per vehicle. For two-way stop controlled intersections, LOS F exists when there are insufficient gaps of suitable size to allow side-street demand to safely cross through a major-street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches.

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	815	42	25	1043	12	17	0	28	0	0	0
Future Vol, veh/h	42	815	42	25	1043	12	17	0	28	0	0	0
Conflicting Peds, #/hr	0	0	16	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	60	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	886	46	27	1134	13	18	0	30	0	0	0
Major/Minor	Major1		Major2			Minor1						
Conflicting Flow All	1147	0	0	948	0	0	1638	2218	482			
Stage 1	-	-	-	-	-	-	1017	1017	-			
Stage 2	-	-	-	-	-	-	621	1201	-			
Critical Hdwy	4.14	-	-	4.14	-	-	6.84	6.54	6.94			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-			
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32			
Pot Cap-1 Maneuver	605	-	-	720	-	-	91	43	530			
Stage 1	-	-	-	-	-	-	310	313	-			
Stage 2	-	-	-	-	-	-	498	256	-			
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	605	-	-	709	-	-	80	0	522			
Mov Cap-2 Maneuver	-	-	-	-	-	-	80	0	-			
Stage 1	-	-	-	-	-	-	282	0	-			
Stage 2	-	-	-	-	-	-	479	0	-			
Approach	EB		WB			NB						
HCM Control Delay, s	0.5		0.2			34.8						
HCM LOS						D						
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR					
Capacity (veh/h)	169	605	-	-	709	-	-					
HCM Lane V/C Ratio	0.289	0.075	-	-	0.038	-	-					
HCM Control Delay (s)	34.8	11.4	-	-	10.3	-	-					
HCM Lane LOS	D	B	-	-	B	-	-					
HCM 95th %tile Q(veh)	1.1	0.2	-	-	0.1	-	-					

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	1116	45	16	738	3	7	2	43	0	0	0
Future Vol, veh/h	13	1116	45	16	738	3	7	2	43	0	0	0
Conflicting Peds, #/hr	0	0	10	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	60	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	1213	49	17	802	3	8	2	47	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	805	0	0	1272	0	0	1711	2115	641			
Stage 1	-	-	-	-	-	-	1276	1276	-			
Stage 2	-	-	-	-	-	-	435	839	-			
Critical Hdwy	4.14	-	-	4.14	-	-	6.84	6.54	6.94			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-			
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32			
Pot Cap-1 Maneuver	815	-	-	542	-	-	82	50	417			
Stage 1	-	-	-	-	-	-	226	236	-			
Stage 2	-	-	-	-	-	-	620	379	-			
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	815	-	-	537	-	-	77	0	413			
Mov Cap-2 Maneuver	-	-	-	-	-	-	77	0	-			
Stage 1	-	-	-	-	-	-	220	0	-			
Stage 2	-	-	-	-	-	-	600	0	-			
Approach	EB			WB			NB					
HCM Control Delay, s	0.1			0.3			23					
HCM LOS							C					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR					
Capacity (veh/h)	256	815	-	-	537	-	-					
HCM Lane V/C Ratio	0.221	0.017	-	-	0.032	-	-					
HCM Control Delay (s)	23	9.5	-	-	11.9	-	-					
HCM Lane LOS	C	A	-	-	B	-	-					
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.1	-	-					

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	815	91	37	1065	12	39	0	50	0	0	0
Future Vol, veh/h	42	815	91	37	1065	12	39	0	50	0	0	0
Conflicting Peds, #/hr	0	0	16	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	60	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	886	99	40	1158	13	42	0	54	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	1171	0	0	1001	0	0	1703	2295	509			
Stage 1	-	-	-	-	-	-	1044	1044	-			
Stage 2	-	-	-	-	-	-	659	1251	-			
Critical Hdwy	4.14	-	-	4.14	-	-	6.84	6.54	6.94			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-			
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32			
Pot Cap-1 Maneuver	592	-	-	687	-	-	83	38	509			
Stage 1	-	-	-	-	-	-	300	304	-			
Stage 2	-	-	-	-	-	-	476	242	-			
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	592	-	-	677	-	-	71	0	501			
Mov Cap-2 Maneuver	-	-	-	-	-	-	71	0	-			
Stage 1	-	-	-	-	-	-	272	0	-			
Stage 2	-	-	-	-	-	-	448	0	-			
Approach	EB			WB			NB					
HCM Control Delay, s	0.5			0.4			77.9					
HCM LOS							F					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR					
Capacity (veh/h)	137	592	-	-	677	-	-					
HCM Lane V/C Ratio	0.706	0.077	-	-	0.059	-	-					
HCM Control Delay (s)	77.9	11.6	-	-	10.7	-	-					
HCM Lane LOS	F	B	-	-	B	-	-					
HCM 95th %tile Q(veh)	4	0.2	-	-	0.2	-	-					

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	1116	88	27	759	3	28	2	64	0	0	0
Future Vol, veh/h	13	1116	88	27	759	3	28	2	64	0	0	0
Conflicting Peds, #/hr	0	0	10	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	60	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	1213	96	29	825	3	30	2	70	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	828	0	0	1319	0	0	1770	2185	665			
Stage 1	-	-	-	-	-	-	1299	1299	-			
Stage 2	-	-	-	-	-	-	471	886	-			
Critical Hdwy	4.14	-	-	4.14	-	-	6.84	6.54	6.94			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-			
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32			
Pot Cap-1 Maneuver	799	-	-	520	-	-	74	45	403			
Stage 1	-	-	-	-	-	-	220	230	-			
Stage 2	-	-	-	-	-	-	594	361	-			
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	799	-	-	515	-	-	68	0	399			
Mov Cap-2 Maneuver	-	-	-	-	-	-	68	0	-			
Stage 1	-	-	-	-	-	-	214	0	-			
Stage 2	-	-	-	-	-	-	561	0	-			
Approach	EB			WB			NB					
HCM Control Delay, s	0.1			0.4			59.8					
HCM LOS	F											
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR					
Capacity (veh/h)	161	799	-	-	515	-	-					
HCM Lane V/C Ratio	0.635	0.018	-	-	0.057	-	-					
HCM Control Delay (s)	59.8	9.6	-	-	12.4	-	-					
HCM Lane LOS	F	A	-	-	B	-	-					
HCM 95th %tile Q(veh)	3.5	0.1	-	-	0.2	-	-					

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	819	42	25	1048	12	17	0	28	0	0	0
Future Vol, veh/h	42	819	42	25	1048	12	17	0	28	0	0	0
Conflicting Peds, #/hr	0	0	16	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	60	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	890	46	27	1139	13	18	0	30	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1152	0	0	952	0	0	1645	2227	484
Stage 1	-	-	-	-	-	-	1021	1021	-
Stage 2	-	-	-	-	-	-	624	1206	-
Critical Hdwy	4.14	-	-	4.14	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	602	-	-	717	-	-	90	43	529
Stage 1	-	-	-	-	-	-	309	312	-
Stage 2	-	-	-	-	-	-	496	255	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	602	-	-	706	-	-	79	0	521
Mov Cap-2 Maneuver	-	-	-	-	-	-	79	0	-
Stage 1	-	-	-	-	-	-	281	0	-
Stage 2	-	-	-	-	-	-	477	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.5	0.2	35.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	167	602	-	-	706	-	-
HCM Lane V/C Ratio	0.293	0.076	-	-	0.038	-	-
HCM Control Delay (s)	35.2	11.5	-	-	10.3	-	-
HCM Lane LOS	E	B	-	-	B	-	-
HCM 95th %tile Q(veh)	1.2	0.2	-	-	0.1	-	-

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	1121	45	16	742	3	7	2	43	0	0	0
Future Vol, veh/h	13	1121	45	16	742	3	7	2	43	0	0	0
Conflicting Peds, #/hr	0	0	10	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	60	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	1218	49	17	807	3	8	2	47	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	810	0	0	1277	0	0	1719	2125	644			
Stage 1	-	-	-	-	-	-	1281	1281	-			
Stage 2	-	-	-	-	-	-	438	844	-			
Critical Hdwy	4.14	-	-	4.14	-	-	6.84	6.54	6.94			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-			
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32			
Pot Cap-1 Maneuver	812	-	-	540	-	-	81	49	416			
Stage 1	-	-	-	-	-	-	225	235	-			
Stage 2	-	-	-	-	-	-	618	377	-			
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	812	-	-	535	-	-	76	0	412			
Mov Cap-2 Maneuver	-	-	-	-	-	-	76	0	-			
Stage 1	-	-	-	-	-	-	219	0	-			
Stage 2	-	-	-	-	-	-	598	0	-			
Approach	EB			WB			NB					
HCM Control Delay, s	0.1			0.3			23.2					
HCM LOS							C					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR					
Capacity (veh/h)	254	812	-	-	535	-	-					
HCM Lane V/C Ratio	0.223	0.017	-	-	0.033	-	-					
HCM Control Delay (s)	23.2	9.5	-	-	12	-	-					
HCM Lane LOS	C	A	-	-	B	-	-					
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.1	-	-					

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	819	91	37	1070	12	39	0	50	0	0	0
Future Vol, veh/h	42	819	91	37	1070	12	39	0	50	0	0	0
Conflicting Peds, #/hr	0	0	16	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	60	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	890	99	40	1163	13	42	0	54	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	1176	0	0	1005	0	0	1710	2304	511			
Stage 1	-	-	-	-	-	-	1048	1048	-			
Stage 2	-	-	-	-	-	-	662	1256	-			
Critical Hdwy	4.14	-	-	4.14	-	-	6.84	6.54	6.94			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-			
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32			
Pot Cap-1 Maneuver	590	-	-	685	-	-	82	38	508			
Stage 1	-	-	-	-	-	-	299	303	-			
Stage 2	-	-	-	-	-	-	475	241	-			
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	590	-	-	675	-	-	70	0	500			
Mov Cap-2 Maneuver	-	-	-	-	-	-	70	0	-			
Stage 1	-	-	-	-	-	-	271	0	-			
Stage 2	-	-	-	-	-	-	447	0	-			
Approach	EB			WB			NB					
HCM Control Delay, s	0.5			0.4			80.4					
HCM LOS							F					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR					
Capacity (veh/h)	135	590	-	-	675	-	-					
HCM Lane V/C Ratio	0.717	0.077	-	-	0.06	-	-					
HCM Control Delay (s)	80.4	11.6	-	-	10.7	-	-					
HCM Lane LOS	F	B	-	-	B	-	-					
HCM 95th %tile Q(veh)	4.1	0.3	-	-	0.2	-	-					

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	1121	88	27	763	3	28	2	64	0	0	0
Future Vol, veh/h	13	1121	88	27	763	3	28	2	64	0	0	0
Conflicting Peds, #/hr	0	0	10	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	60	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	1218	96	29	829	3	30	2	70	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	832	0	0	1324	0	0	1777	2194	667			
Stage 1	-	-	-	-	-	-	1304	1304	-			
Stage 2	-	-	-	-	-	-	473	890	-			
Critical Hdwy	4.14	-	-	4.14	-	-	6.84	6.54	6.94			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-			
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32			
Pot Cap-1 Maneuver	796	-	-	518	-	-	74	45	401			
Stage 1	-	-	-	-	-	-	218	229	-			
Stage 2	-	-	-	-	-	-	593	359	-			
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	796	-	-	513	-	-	68	0	397			
Mov Cap-2 Maneuver	-	-	-	-	-	-	68	0	-			
Stage 1	-	-	-	-	-	-	212	0	-			
Stage 2	-	-	-	-	-	-	559	0	-			
Approach	EB			WB			NB					
HCM Control Delay, s	0.1			0.4			59.8					
HCM LOS							F					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR					
Capacity (veh/h)	161	796	-	-	513	-	-					
HCM Lane V/C Ratio	0.635	0.018	-	-	0.057	-	-					
HCM Control Delay (s)	59.8	9.6	-	-	12.4	-	-					
HCM Lane LOS	F	A	-	-	B	-	-					
HCM 95th %tile Q(veh)	3.5	0.1	-	-	0.2	-	-					

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	819	91	37	1070	12	39	0	50	0	0	0
Future Vol, veh/h	42	819	91	37	1070	12	39	0	50	0	0	0
Conflicting Peds, #/hr	0	0	16	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	60	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	890	99	40	1163	13	42	0	54	0	0	0
Major/Minor	Major1		Major2			Minor1						
Conflicting Flow All	1176	0	0	1005	0	0	1710	2304	511			
Stage 1	-	-	-	-	-	-	1048	1048	-			
Stage 2	-	-	-	-	-	-	662	1256	-			
Critical Hdwy	4.14	-	-	4.14	-	-	6.84	6.54	6.94			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-			
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32			
Pot Cap-1 Maneuver	590	-	-	685	-	-	82	38	508			
Stage 1	-	-	-	-	-	-	299	303	-			
Stage 2	-	-	-	-	-	-	475	241	-			
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	590	-	-	675	-	-	70	0	500			
Mov Cap-2 Maneuver	-	-	-	-	-	-	70	0	-			
Stage 1	-	-	-	-	-	-	271	0	-			
Stage 2	-	-	-	-	-	-	447	0	-			
Approach	EB		WB			NB						
HCM Control Delay, s	0.5		0.4			58						
HCM LOS						F						
Minor Lane/Major Mvmt	NBLn1NBLn2		EBL	EBT	EBR	WBL	WBT	WBR				
Capacity (veh/h)	70 500		590	-	-	675	-	-				
HCM Lane V/C Ratio	0.606 0.109		0.077	-	-	0.06	-	-				
HCM Control Delay (s)	115.6 13.1		11.6	-	-	10.7	-	-				
HCM Lane LOS	F B		B	-	-	B	-	-				
HCM 95th %tile Q(veh)	2.6 0.4		0.3	-	-	0.2	-	-				

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	1121	88	27	763	3	28	2	64	0	0	0
Future Vol, veh/h	13	1121	88	27	763	3	28	2	64	0	0	0
Conflicting Peds, #/hr	0	0	10	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	60	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	1218	96	29	829	3	30	2	70	0	0	0
Major/Minor	Major1		Major2			Minor1						
Conflicting Flow All	832	0	0	1324	0	0	1777	2194	667			
Stage 1	-	-	-	-	-	-	1304	1304	-			
Stage 2	-	-	-	-	-	-	473	890	-			
Critical Hdwy	4.14	-	-	4.14	-	-	6.84	6.54	6.94			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-			
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32			
Pot Cap-1 Maneuver	796	-	-	518	-	-	74	45	401			
Stage 1	-	-	-	-	-	-	218	229	-			
Stage 2	-	-	-	-	-	-	593	359	-			
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	796	-	-	513	-	-	68	0	397			
Mov Cap-2 Maneuver	-	-	-	-	-	-	68	0	-			
Stage 1	-	-	-	-	-	-	212	0	-			
Stage 2	-	-	-	-	-	-	559	0	-			
Approach	EB		WB			NB						
HCM Control Delay, s	0.1		0.4			42.6						
HCM LOS						E						
Minor Lane/Major Mvmt	NBLn1NBLn2		EBL	EBT	EBR	WBL	WBT	WBR				
Capacity (veh/h)	68		397	796	-	-	513	-	-			
HCM Lane V/C Ratio	0.48		0.175	0.018	-	-	0.057	-	-			
HCM Control Delay (s)	99.4		16	9.6	-	-	12.4	-	-			
HCM Lane LOS	F		C	A	-	-	B	-	-			
HCM 95th %tile Q(veh)	1.9		0.6	0.1	-	-	0.2	-	-			

HCM 6th Signalized Intersection Summary
2: Paramount Blvd & Somerset Blvd

Existing Conditions
Weekday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	558	87	105	730	123	152	661	41	60	549	157
Future Volume (veh/h)	196	558	87	105	730	123	152	661	41	60	549	157
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		0.99	1.00		1.00	1.00		0.99
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	213	607	95	114	793	134	165	718	45	65	597	171
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	247	1116	174	143	924	156	201	1166	73	84	756	216
Arrive On Green	0.14	0.36	0.36	0.08	0.30	0.30	0.04	0.11	0.11	0.05	0.28	0.28
Sat Flow, veh/h	1781	3079	481	1781	3035	513	1781	3396	213	1781	2721	778
Grp Volume(v), veh/h	213	350	352	114	464	463	165	376	387	65	389	379
Grp Sat Flow(s),veh/h/ln	1781	1777	1783	1781	1777	1771	1781	1777	1832	1781	1777	1721
Q Serve(g_s), s	10.5	14.1	14.1	5.7	22.1	22.1	8.3	18.1	18.1	3.2	18.2	18.3
Cycle Q Clear(g_c), s	10.5	14.1	14.1	5.7	22.1	22.1	8.3	18.1	18.1	3.2	18.2	18.3
Prop In Lane	1.00		0.27	1.00		0.29	1.00		0.12	1.00		0.45
Lane Grp Cap(c), veh/h	247	644	646	143	541	539	201	610	629	84	494	478
V/C Ratio(X)	0.86	0.54	0.55	0.80	0.86	0.86	0.82	0.62	0.62	0.78	0.79	0.79
Avail Cap(c_a), veh/h	247	644	646	247	541	539	247	610	629	247	494	478
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	22.8	22.8	40.6	29.5	29.5	42.4	34.2	34.2	42.4	30.1	30.1
Incr Delay (d2), s/veh	24.5	3.3	3.3	3.7	16.1	16.2	13.7	4.6	4.5	5.7	12.1	12.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	6.2	6.2	2.5	11.3	11.2	4.5	9.3	9.6	1.5	9.0	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.4	26.1	26.1	44.4	45.6	45.7	56.1	38.8	38.7	48.1	42.2	42.7
LnGrp LOS	E	C	C	D	D	D	E	D	D	D	D	D
Approach Vol, veh/h		915			1041			928			833	
Approach Delay, s/veh		34.5			45.5			41.9			42.9	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.5	31.9	7.2	35.4	10.2	37.1	13.1	29.5				
Change Period (Y+Rc), s	3.0	4.5	3.0	4.5	3.0	4.5	3.0	4.5				
Max Green Setting (Gmax), s	12.5	25.0	12.5	25.0	12.5	25.0	12.5	25.0				
Max Q Clear Time (g_c+I1), s	12.5	24.1	5.2	20.1	7.7	16.1	10.3	20.3				
Green Ext Time (p_c), s	0.0	0.6	0.0	2.4	0.0	3.7	0.0	2.4				
Intersection Summary												
HCM 6th Ctrl Delay			41.3									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
2: Paramount Blvd & Somerset Blvd

Existing Conditions
Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	807	106	75	498	70	122	612	44	83	547	85
Future Volume (veh/h)	136	807	106	75	498	70	122	612	44	83	547	85
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		0.99	1.00		0.99
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	148	877	115	82	541	76	133	665	48	90	595	92
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	181	1273	167	105	1129	158	166	1029	74	115	856	132
Arrive On Green	0.10	0.40	0.40	0.06	0.36	0.36	0.03	0.10	0.10	0.06	0.28	0.28
Sat Flow, veh/h	1781	3158	414	1781	3129	438	1781	3358	242	1781	3082	475
Grp Volume(v), veh/h	148	494	498	82	306	311	133	352	361	90	342	345
Grp Sat Flow(s),veh/h/ln	1781	1777	1795	1781	1777	1790	1781	1777	1823	1781	1777	1781
Q Serve(g_s), s	7.3	20.7	20.7	4.1	12.0	12.1	6.7	17.1	17.2	4.5	15.5	15.6
Cycle Q Clear(g_c), s	7.3	20.7	20.7	4.1	12.0	12.1	6.7	17.1	17.2	4.5	15.5	15.6
Prop In Lane	1.00		0.23	1.00		0.24	1.00		0.13	1.00		0.27
Lane Grp Cap(c), veh/h	181	716	723	105	641	646	166	544	559	115	494	495
V/C Ratio(X)	0.82	0.69	0.69	0.78	0.48	0.48	0.80	0.65	0.65	0.78	0.69	0.70
Avail Cap(c_a), veh/h	247	716	723	247	641	646	247	544	559	247	494	495
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.6	22.2	22.2	41.8	22.2	22.2	42.8	35.8	35.8	41.5	29.1	29.1
Incr Delay (d2), s/veh	10.4	5.4	5.3	4.6	2.5	2.6	6.1	5.8	5.7	4.3	7.8	7.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	9.1	9.2	1.9	5.1	5.2	3.3	8.9	9.2	2.0	7.3	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.0	27.6	27.5	46.3	24.8	24.8	48.8	41.6	41.5	45.7	36.9	37.0
LnGrp LOS	D	C	C	D	C	C	D	D	D	D	D	D
Approach Vol, veh/h		1140			699			846			777	
Approach Delay, s/veh		30.5			27.3			42.7			38.0	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.1	37.0	8.8	32.1	8.3	40.8	11.4	29.5				
Change Period (Y+Rc), s	3.0	4.5	3.0	4.5	3.0	4.5	3.0	4.5				
Max Green Setting (Gmax), s	12.5	25.0	12.5	25.0	12.5	25.0	12.5	25.0				
Max Q Clear Time (g_c+I1), s	9.3	14.1	6.5	19.2	6.1	22.7	8.7	17.6				
Green Ext Time (p_c), s	0.0	3.6	0.0	2.6	0.0	1.6	0.0	3.1				
Intersection Summary												
HCM 6th Ctrl Delay				34.5								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
2: Paramount Blvd & Somerset Blvd

Existing + Project Conditions
Weekday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	569	87	142	742	123	174	705	74	60	611	157
Future Volume (veh/h)	207	569	87	142	742	123	174	705	74	60	611	157
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		0.99	1.00		1.00	1.00		0.99
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	225	618	95	154	807	134	189	766	80	65	664	171
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	247	1000	153	187	883	147	226	1160	121	84	775	199
Arrive On Green	0.14	0.32	0.32	0.11	0.29	0.29	0.04	0.12	0.12	0.05	0.28	0.28
Sat Flow, veh/h	1781	3087	474	1781	3043	505	1781	3247	339	1781	2791	718
Grp Volume(v), veh/h	225	355	358	154	471	470	189	419	427	65	422	413
Grp Sat Flow(s),veh/h/ln	1781	1777	1784	1781	1777	1772	1781	1777	1809	1781	1777	1733
Q Serve(g_s), s	11.2	15.2	15.3	7.6	23.1	23.1	9.5	20.3	20.3	3.2	20.3	20.3
Cycle Q Clear(g_c), s	11.2	15.2	15.3	7.6	23.1	23.1	9.5	20.3	20.3	3.2	20.3	20.3
Prop In Lane	1.00		0.27	1.00		0.29	1.00		0.19	1.00		0.41
Lane Grp Cap(c), veh/h	247	576	578	187	515	514	226	635	646	84	494	481
V/C Ratio(X)	0.91	0.62	0.62	0.82	0.91	0.91	0.84	0.66	0.66	0.78	0.86	0.86
Avail Cap(c_a), veh/h	247	576	578	247	515	514	247	635	646	247	494	481
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	25.7	25.7	39.5	30.9	30.9	42.2	34.5	34.5	42.4	30.8	30.8
Incr Delay (d2), s/veh	33.4	4.9	4.9	11.9	23.2	23.3	18.6	5.3	5.2	5.7	17.1	17.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	6.9	7.0	3.8	12.6	12.5	5.5	10.5	10.6	1.5	10.5	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.6	30.6	30.7	51.4	54.1	54.2	60.8	39.8	39.7	48.1	47.9	48.4
LnGrp LOS	E	C	C	D	D	D	E	D	D	D	D	D
Approach Vol, veh/h		938			1095			1035			900	
Approach Delay, s/veh		40.5			53.7			43.6			48.2	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.5	30.6	7.2	36.7	12.5	33.7	14.4	29.5				
Change Period (Y+Rc), s	3.0	4.5	3.0	4.5	3.0	4.5	3.0	4.5				
Max Green Setting (Gmax), s	12.5	25.0	12.5	25.0	12.5	25.0	12.5	25.0				
Max Q Clear Time (g_c+I1), s	13.2	25.1	5.2	22.3	9.6	17.3	11.5	22.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.6	0.0	3.4	0.0	1.6				
Intersection Summary												
HCM 6th Ctrl Delay				46.7								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary
2: Paramount Blvd & Somerset Blvd

Existing + Project Conditions
Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	817	106	108	509	70	143	654	75	83	601	85
Future Volume (veh/h)	146	817	106	108	509	70	143	654	75	83	601	85
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		0.99	1.00		0.99
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	159	888	115	117	553	76	155	711	82	90	653	92
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	192	1159	150	147	1070	147	190	1025	118	115	868	122
Arrive On Green	0.11	0.37	0.37	0.08	0.34	0.34	0.04	0.11	0.11	0.06	0.28	0.28
Sat Flow, veh/h	1781	3163	410	1781	3138	430	1781	3206	369	1781	3125	440
Grp Volume(v), veh/h	159	499	504	117	312	317	155	394	399	90	371	374
Grp Sat Flow(s),veh/h/ln	1781	1777	1795	1781	1777	1792	1781	1777	1798	1781	1777	1788
Q Serve(g_s), s	7.9	22.3	22.3	5.8	12.7	12.7	7.8	19.3	19.3	4.5	17.1	17.2
Cycle Q Clear(g_c), s	7.9	22.3	22.3	5.8	12.7	12.7	7.8	19.3	19.3	4.5	17.1	17.2
Prop In Lane	1.00		0.23	1.00		0.24	1.00		0.21	1.00		0.25
Lane Grp Cap(c), veh/h	192	651	658	147	606	611	190	568	575	115	494	497
V/C Ratio(X)	0.83	0.77	0.77	0.80	0.52	0.52	0.82	0.69	0.69	0.78	0.75	0.75
Avail Cap(c_a), veh/h	247	651	658	247	606	611	247	568	575	247	494	497
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	25.1	25.1	40.6	23.7	23.7	42.5	36.0	36.0	41.5	29.7	29.7
Incr Delay (d2), s/veh	13.1	8.4	8.3	3.7	3.1	3.1	11.5	6.8	6.8	4.3	10.1	10.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	10.4	10.5	2.6	5.5	5.6	4.1	10.1	10.2	2.0	8.3	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.4	33.5	33.4	44.3	26.8	26.9	54.0	42.8	42.8	45.7	39.8	39.8
LnGrp LOS	D	C	C	D	C	C	D	D	D	D	D	D
Approach Vol, veh/h		1162			746			948			835	
Approach Delay, s/veh		36.1			29.6			44.6			40.4	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	35.2	8.8	33.3	10.4	37.5	12.6	29.5				
Change Period (Y+Rc), s	3.0	4.5	3.0	4.5	3.0	4.5	3.0	4.5				
Max Green Setting (Gmax), s	12.5	25.0	12.5	25.0	12.5	25.0	12.5	25.0				
Max Q Clear Time (g_c+I1), s	9.9	14.7	6.5	21.3	7.8	24.3	9.8	19.2				
Green Ext Time (p_c), s	0.0	3.5	0.0	2.0	0.0	0.5	0.0	2.7				
Intersection Summary												
HCM 6th Ctrl Delay				37.9								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary
2: Paramount Blvd & Somerset Blvd

Future Pre-Project Conditions
Weekday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	561	87	108	734	124	153	670	43	60	557	158
Future Volume (veh/h)	197	561	87	108	734	124	153	670	43	60	557	158
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		0.99	1.00		1.00	1.00		0.99
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	214	610	95	117	798	135	166	728	47	65	605	172
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	247	1109	172	147	921	156	202	1166	75	84	757	215
Arrive On Green	0.14	0.36	0.36	0.08	0.30	0.30	0.04	0.11	0.11	0.05	0.28	0.28
Sat Flow, veh/h	1781	3081	479	1781	3034	513	1781	3389	219	1781	2726	773
Grp Volume(v), veh/h	214	351	354	117	467	466	166	382	393	65	394	383
Grp Sat Flow(s),veh/h/ln	1781	1777	1783	1781	1777	1771	1781	1777	1831	1781	1777	1722
Q Serve(g_s), s	10.6	14.2	14.3	5.8	22.4	22.4	8.3	18.4	18.5	3.2	18.5	18.6
Cycle Q Clear(g_c), s	10.6	14.2	14.3	5.8	22.4	22.4	8.3	18.4	18.5	3.2	18.5	18.6
Prop In Lane	1.00		0.27	1.00		0.29	1.00		0.12	1.00		0.45
Lane Grp Cap(c), veh/h	247	639	642	147	539	537	202	611	630	84	494	478
V/C Ratio(X)	0.86	0.55	0.55	0.80	0.87	0.87	0.82	0.62	0.62	0.78	0.80	0.80
Avail Cap(c_a), veh/h	247	639	642	247	539	537	247	611	630	247	494	478
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	23.0	23.0	40.6	29.6	29.6	42.4	34.3	34.3	42.4	30.2	30.2
Incr Delay (d2), s/veh	24.9	3.4	3.4	3.7	16.9	17.0	13.9	4.8	4.6	5.7	12.7	13.2
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	6.2	6.2	6.3	2.6	11.5	11.4	4.6	9.5	9.7	1.5	9.2	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.8	26.4	26.4	44.3	46.6	46.6	56.3	39.1	39.0	48.1	42.8	43.4
LnGrp LOS	E	C	C	D	D	D	E	D	D	D	D	D
Approach Vol, veh/h		919			1050			941			842	
Approach Delay, s/veh		34.9			46.3			42.1			43.5	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.5	31.8	7.2	35.5	10.4	36.9	13.2	29.5				
Change Period (Y+Rc), s	3.0	4.5	3.0	4.5	3.0	4.5	3.0	4.5				
Max Green Setting (Gmax), s	12.5	25.0	12.5	25.0	12.5	25.0	12.5	25.0				
Max Q Clear Time (g_c+I1), s	12.6	24.4	5.2	20.5	7.8	16.3	10.3	20.6				
Green Ext Time (p_c), s	0.0	0.4	0.0	2.3	0.0	3.6	0.0	2.3				
Intersection Summary												
HCM 6th Ctrl Delay			41.8									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
2: Paramount Blvd & Somerset Blvd

Future Pre-Project Conditions
Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	811	107	77	500	70	123	619	46	83	556	85
Future Volume (veh/h)	137	811	107	77	500	70	123	619	46	83	556	85
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		0.99	1.00		0.99
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	149	882	116	84	543	76	134	673	50	90	604	92
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	182	1266	166	108	1126	157	167	1029	76	115	858	130
Arrive On Green	0.10	0.40	0.40	0.06	0.36	0.36	0.03	0.10	0.10	0.06	0.28	0.28
Sat Flow, veh/h	1781	3156	415	1781	3131	437	1781	3350	249	1781	3090	470
Grp Volume(v), veh/h	149	497	501	84	307	312	134	357	366	90	347	349
Grp Sat Flow(s),veh/h/ln	1781	1777	1795	1781	1777	1790	1781	1777	1822	1781	1777	1782
Q Serve(g_s), s	7.4	20.9	20.9	4.2	12.1	12.1	6.7	17.4	17.4	4.5	15.8	15.8
Cycle Q Clear(g_c), s	7.4	20.9	20.9	4.2	12.1	12.1	6.7	17.4	17.4	4.5	15.8	15.8
Prop In Lane	1.00		0.23	1.00		0.24	1.00		0.14	1.00		0.26
Lane Grp Cap(c), veh/h	182	713	720	108	639	644	167	546	559	115	494	495
V/C Ratio(X)	0.82	0.70	0.70	0.78	0.48	0.48	0.80	0.65	0.65	0.78	0.70	0.71
Avail Cap(c_a), veh/h	247	713	720	247	639	644	247	546	559	247	494	495
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.6	22.4	22.4	41.7	22.3	22.3	42.8	35.8	35.9	41.5	29.2	29.2
Incr Delay (d2), s/veh	10.7	5.6	5.5	4.5	2.6	2.6	6.3	6.0	5.9	4.3	8.1	8.2
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	3.7	9.3	9.4	1.9	5.2	5.2	3.3	9.1	9.3	2.0	7.5	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.3	28.0	27.9	46.2	24.9	24.9	49.1	41.8	41.7	45.7	37.3	37.4
LnGrp LOS	D	C	C	D	C	C	D	D	D	D	D	D
Approach Vol, veh/h		1147			703			857			786	
Approach Delay, s/veh		30.8			27.5			42.9			38.3	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.2	36.9	8.8	32.1	8.4	40.6	11.5	29.5				
Change Period (Y+Rc), s	3.0	4.5	3.0	4.5	3.0	4.5	3.0	4.5				
Max Green Setting (Gmax), s	12.5	25.0	12.5	25.0	12.5	25.0	12.5	25.0				
Max Q Clear Time (g_c+I1), s	9.4	14.1	6.5	19.4	6.2	22.9	8.7	17.8				
Green Ext Time (p_c), s	0.0	3.6	0.0	2.6	0.0	1.5	0.0	3.0				
Intersection Summary												
HCM 6th Ctrl Delay				34.8								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
2: Paramount Blvd & Somerset Blvd

Future With Project Conditions
Weekday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	208	572	87	145	746	124	175	714	76	60	619	158
Future Volume (veh/h)	208	572	87	145	746	124	175	714	76	60	619	158
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		0.99	1.00		1.00	1.00		0.99
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	226	622	95	158	811	135	190	776	83	65	673	172
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	247	992	151	191	881	147	227	1159	124	84	777	198
Arrive On Green	0.14	0.32	0.32	0.11	0.29	0.29	0.04	0.12	0.12	0.05	0.28	0.28
Sat Flow, veh/h	1781	3090	471	1781	3042	506	1781	3238	346	1781	2796	714
Grp Volume(v), veh/h	226	357	360	158	474	472	190	426	433	65	427	418
Grp Sat Flow(s),veh/h/ln	1781	1777	1785	1781	1777	1772	1781	1777	1807	1781	1777	1734
Q Serve(g_s), s	11.3	15.4	15.4	7.8	23.2	23.2	9.5	20.6	20.7	3.2	20.6	20.6
Cycle Q Clear(g_c), s	11.3	15.4	15.4	7.8	23.2	23.2	9.5	20.6	20.7	3.2	20.6	20.6
Prop In Lane	1.00		0.26	1.00		0.29	1.00		0.19	1.00		0.41
Lane Grp Cap(c), veh/h	247	570	573	191	514	513	227	636	647	84	494	482
V/C Ratio(X)	0.91	0.63	0.63	0.83	0.92	0.92	0.84	0.67	0.67	0.78	0.87	0.87
Avail Cap(c_a), veh/h	247	570	573	247	514	513	247	636	647	247	494	482
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	26.0	26.0	39.3	31.0	31.0	42.2	34.6	34.6	42.4	30.9	30.9
Incr Delay (d2), s/veh	34.3	5.1	5.2	12.9	24.3	24.3	18.8	5.5	5.4	5.7	18.1	18.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	7.0	7.1	4.0	12.8	12.8	5.5	10.7	10.8	1.5	10.7	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.5	31.1	31.1	52.2	55.2	55.3	61.0	40.1	40.0	48.1	49.0	49.5
LnGrp LOS	E	C	C	D	E	E	E	D	D	D	D	D
Approach Vol, veh/h		943			1104			1049			910	
Approach Delay, s/veh		41.0			54.8			43.9			49.2	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.5	30.6	7.2	36.7	12.7	33.4	14.4	29.5				
Change Period (Y+Rc), s	3.0	4.5	3.0	4.5	3.0	4.5	3.0	4.5				
Max Green Setting (Gmax), s	12.5	25.0	12.5	25.0	12.5	25.0	12.5	25.0				
Max Q Clear Time (g_c+I1), s	13.3	25.2	5.2	22.7	9.8	17.4	11.5	22.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.4	0.0	3.3	0.0	1.4				
Intersection Summary												
HCM 6th Ctrl Delay			47.4									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
2: Paramount Blvd & Somerset Blvd

Future With Project Conditions
Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	821	107	110	511	70	144	661	77	83	610	85
Future Volume (veh/h)	147	821	107	110	511	70	144	661	77	83	610	85
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		0.99	1.00		0.99
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	160	892	116	120	555	76	157	718	84	90	663	92
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	193	1148	149	150	1065	145	192	1027	120	115	870	121
Arrive On Green	0.11	0.36	0.36	0.08	0.34	0.34	0.04	0.11	0.11	0.06	0.28	0.28
Sat Flow, veh/h	1781	3161	411	1781	3140	429	1781	3200	374	1781	3132	434
Grp Volume(v), veh/h	160	501	507	120	313	318	157	398	404	90	376	379
Grp Sat Flow(s),veh/h/ln	1781	1777	1795	1781	1777	1792	1781	1777	1798	1781	1777	1789
Q Serve(g_s), s	7.9	22.5	22.5	6.0	12.7	12.8	7.9	19.5	19.5	4.5	17.4	17.5
Cycle Q Clear(g_c), s	7.9	22.5	22.5	6.0	12.7	12.8	7.9	19.5	19.5	4.5	17.4	17.5
Prop In Lane	1.00		0.23	1.00		0.24	1.00		0.21	1.00		0.24
Lane Grp Cap(c), veh/h	193	646	652	150	602	608	192	570	577	115	494	497
V/C Ratio(X)	0.83	0.78	0.78	0.80	0.52	0.52	0.82	0.70	0.70	0.78	0.76	0.76
Avail Cap(c_a), veh/h	247	646	652	247	602	608	247	570	577	247	494	497
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	25.4	25.4	40.5	23.9	23.9	42.5	36.0	36.0	41.5	29.8	29.8
Incr Delay (d2), s/veh	13.3	8.9	8.8	3.7	3.2	3.2	11.9	7.0	6.9	4.3	10.6	10.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	10.6	10.6	2.7	5.5	5.6	4.2	10.3	10.4	2.0	8.5	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	34.3	34.2	44.1	27.1	27.1	54.4	43.0	42.9	45.7	40.4	40.4
LnGrp LOS	D	C	C	D	C	C	D	D	D	D	D	D
Approach Vol, veh/h		1168			751			959			845	
Approach Delay, s/veh		36.8			29.8			44.8			41.0	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	35.0	8.8	33.4	10.6	37.2	12.7	29.5				
Change Period (Y+Rc), s	3.0	4.5	3.0	4.5	3.0	4.5	3.0	4.5				
Max Green Setting (Gmax), s	12.5	25.0	12.5	25.0	12.5	25.0	12.5	25.0				
Max Q Clear Time (g_c+I1), s	9.9	14.8	6.5	21.5	8.0	24.5	9.9	19.5				
Green Ext Time (p_c), s	0.0	3.5	0.0	1.9	0.0	0.3	0.0	2.7				
Intersection Summary												
HCM 6th Ctrl Delay				38.4								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary
3: Paramount Blvd & Jefferson St

Existing Conditions
Weekday AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	46	72	37	41	28	72	717	22	9	720	38
Future Volume (veh/h)	85	46	72	37	41	28	72	717	22	9	720	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	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	92	50	78	40	45	30	78	779	24	10	783	41
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	222	125	159	188	206	120	414	2170	67	424	2118	111
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	572	432	551	464	711	415	664	3519	108	677	3434	180
Grp Volume(v), veh/h	220	0	0	115	0	0	78	393	410	10	405	419
Grp Sat Flow(s),veh/h/ln	555	0	0	1590	0	0	664	1777	1850	677	1777	1837
Q Serve(g_s), s	5.5	0.0	0.0	0.0	0.0	0.0	5.9	9.8	9.8	0.7	10.2	10.2
Cycle Q Clear(g_c), s	10.0	0.0	0.0	4.5	0.0	0.0	16.1	9.8	9.8	10.5	10.2	10.2
Prop In Lane	0.42		0.35	0.35		0.26	1.00		0.06	1.00		0.10
Lane Grp Cap(c), veh/h	506	0	0	513	0	0	414	1096	1141	424	1096	1133
V/C Ratio(X)	0.43	0.00	0.00	0.22	0.00	0.00	0.19	0.36	0.36	0.02	0.37	0.37
Avail Cap(c_a), veh/h	506	0	0	513	0	0	414	1096	1141	424	1096	1133
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	0.0	0.0	24.3	0.0	0.0	12.6	8.5	8.5	11.1	8.6	8.6
Incr Delay (d2), s/veh	2.7	0.0	0.0	1.0	0.0	0.0	1.0	0.9	0.9	0.1	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	0.0	2.0	0.0	0.0	0.9	3.4	3.5	0.1	3.6	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	0.0	0.0	25.3	0.0	0.0	13.6	9.4	9.4	11.2	9.5	9.5
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h	220			115			881			834		
Approach Delay, s/veh	28.9			25.3			9.8			9.5		
Approach LOS	C			C			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	60.0			30.0			60.0			30.0		
Change Period (Y+Rc), s	4.5			4.0			4.5			4.0		
Max Green Setting (Gmax), s	55.5			26.0			55.5			26.0		
Max Q Clear Time (g_c+I1), s	18.1			12.0			12.5			6.5		
Green Ext Time (p_c), s	3.7			1.1			3.3			0.5		
Intersection Summary												
HCM 6th Ctrl Delay			12.6									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
3: Paramount Blvd & Jefferson St

Existing Conditions
Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	34	123	19	21	18	82	631	14	24	776	41
Future Volume (veh/h)	85	34	123	19	21	18	82	631	14	24	776	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.99	1.00		1.00	1.00		0.98
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	92	37	134	21	23	20	89	686	15	26	843	45
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	186	88	228	172	186	139	387	2192	48	471	2114	113
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	458	304	791	413	643	480	625	3555	78	745	3428	183
Grp Volume(v), veh/h	263	0	0	64	0	0	89	343	358	26	437	451
Grp Sat Flow(s),veh/h/ln	552	0	0	1535	0	0	625	1777	1856	745	1777	1834
Q Serve(g_s), s	9.1	0.0	0.0	0.0	0.0	0.0	7.6	8.2	8.3	1.5	11.3	11.3
Cycle Q Clear(g_c), s	12.8	0.0	0.0	2.4	0.0	0.0	18.8	8.2	8.3	9.8	11.3	11.3
Prop In Lane	0.35		0.51	0.33		0.31	1.00		0.04	1.00		0.10
Lane Grp Cap(c), veh/h	502	0	0	497	0	0	387	1096	1145	471	1096	1131
V/C Ratio(X)	0.52	0.00	0.00	0.13	0.00	0.00	0.23	0.31	0.31	0.06	0.40	0.40
Avail Cap(c_a), veh/h	502	0	0	497	0	0	387	1096	1145	471	1096	1131
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	0.0	0.0	23.6	0.0	0.0	13.6	8.2	8.2	10.5	8.8	8.8
Incr Delay (d2), s/veh	3.9	0.0	0.0	0.5	0.0	0.0	1.4	0.7	0.7	0.2	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.2	0.0	0.0	1.1	0.0	0.0	1.1	2.9	3.0	0.3	3.9	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.0	0.0	0.0	24.1	0.0	0.0	14.9	8.9	8.9	10.7	9.9	9.8
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h	263			64			790			914		
Approach Delay, s/veh	31.0			24.1			9.6			9.9		
Approach LOS	C			C			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	60.0			30.0			60.0			30.0		
Change Period (Y+Rc), s	4.5			4.0			4.5			4.0		
Max Green Setting (Gmax), s	55.5			26.0			55.5			26.0		
Max Q Clear Time (g_c+I1), s	20.8			14.8			13.3			4.4		
Green Ext Time (p_c), s	3.3			1.2			3.7			0.3		
Intersection Summary												
HCM 6th Ctrl Delay	13.0											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary
3: Paramount Blvd & Jefferson St

Existing + Project Conditions
Weekday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	46	72	37	53	28	72	779	22	9	775	38
Future Volume (veh/h)	85	46	72	37	53	28	72	779	22	9	775	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	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	92	50	78	40	58	30	78	847	24	10	842	41
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	222	125	159	172	240	110	390	2176	62	395	2126	104
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	571	431	551	415	832	382	629	3529	100	636	3448	168
Grp Volume(v), veh/h	220	0	0	128	0	0	78	426	445	10	434	449
Grp Sat Flow(s),veh/h/ln	554	0	0	1628	0	0	629	1777	1852	636	1777	1839
Q Serve(g_s), s	4.9	0.0	0.0	0.0	0.0	0.0	6.5	10.9	10.9	0.7	11.1	11.1
Cycle Q Clear(g_c), s	9.9	0.0	0.0	5.0	0.0	0.0	17.6	10.9	10.9	11.6	11.1	11.1
Prop In Lane	0.42		0.35	0.31		0.23	1.00		0.05	1.00		0.09
Lane Grp Cap(c), veh/h	506	0	0	523	0	0	390	1096	1142	395	1096	1134
V/C Ratio(X)	0.44	0.00	0.00	0.24	0.00	0.00	0.20	0.39	0.39	0.03	0.40	0.40
Avail Cap(c_a), veh/h	506	0	0	523	0	0	390	1096	1142	395	1096	1134
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	0.0	0.0	24.5	0.0	0.0	13.2	8.7	8.7	11.6	8.7	8.7
Incr Delay (d2), s/veh	2.7	0.0	0.0	1.1	0.0	0.0	1.2	1.0	1.0	0.1	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	0.0	2.2	0.0	0.0	1.0	3.8	4.0	0.1	3.9	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.8	0.0	0.0	25.6	0.0	0.0	14.4	9.7	9.7	11.8	9.8	9.8
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h	220			128			949			893		
Approach Delay, s/veh	28.8			25.6			10.1			9.8		
Approach LOS	C			C			B			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	60.0			30.0			60.0			30.0		
Change Period (Y+Rc), s	4.5			4.0			4.5			4.0		
Max Green Setting (Gmax), s	55.5			26.0			55.5			26.0		
Max Q Clear Time (g_c+I1), s	19.6			11.9			13.6			7.0		
Green Ext Time (p_c), s	4.1			1.1			3.6			0.6		
Intersection Summary												
HCM 6th Ctrl Delay			12.8									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
3: Paramount Blvd & Jefferson St

Existing + Project Conditions
Weekday PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	85	34	123	19	32	18	82	685	14	24	828	41
Future Volume (veh/h)	85	34	123	19	32	18	82	685	14	24	828	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.99	1.00		1.00	1.00		0.98
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	92	37	134	21	35	20	89	745	15	26	900	45
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	186	87	228	151	242	122	365	2197	44	443	2122	106
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	456	303	788	345	836	422	593	3562	72	705	3441	172
Grp Volume(v), veh/h	263	0	0	76	0	0	89	372	388	26	465	480
Grp Sat Flow(s),veh/h/ln	546	0	0	1604	0	0	593	1777	1857	705	1777	1836
Q Serve(g_s), s	9.1	0.0	0.0	0.0	0.0	0.0	8.3	9.1	9.1	1.7	12.2	12.2
Cycle Q Clear(g_c), s	12.8	0.0	0.0	2.9	0.0	0.0	20.5	9.1	9.1	10.8	12.2	12.2
Prop In Lane	0.35		0.51	0.28		0.26	1.00		0.04	1.00		0.09
Lane Grp Cap(c), veh/h	501	0	0	514	0	0	365	1096	1145	443	1096	1132
V/C Ratio(X)	0.53	0.00	0.00	0.15	0.00	0.00	0.24	0.34	0.34	0.06	0.42	0.42
Avail Cap(c_a), veh/h	501	0	0	514	0	0	365	1096	1145	443	1096	1132
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	0.0	0.0	23.8	0.0	0.0	14.3	8.4	8.4	11.0	9.0	9.0
Incr Delay (d2), s/veh	3.9	0.0	0.0	0.6	0.0	0.0	1.6	0.8	0.8	0.3	1.2	1.2
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	15.2	0.0	0.0	1.3	0.0	0.0	1.2	3.2	3.3	0.3	4.3	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.1	0.0	0.0	24.4	0.0	0.0	15.9	9.2	9.2	11.2	10.2	10.1
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	B	B
Approach Vol, veh/h	263			76			849			971		
Approach Delay, s/veh	31.1			24.4			9.9			10.2		
Approach LOS	C			C			A			B		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	60.0		30.0		60.0		30.0					
Change Period (Y+Rc), s	4.5		4.0		4.5		4.0					
Max Green Setting (Gmax), s	55.5		26.0		55.5		26.0					
Max Q Clear Time (g_c+I1), s	22.5		14.8		14.2		4.9					
Green Ext Time (p_c), s	3.6		1.2		4.0		0.3					
Intersection Summary												
HCM 6th Ctrl Delay			13.1									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
3: Paramount Blvd & Jefferson St

Future Pre-Project Conditions
Weekday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	46	72	37	41	28	72	729	22	9	731	38
Future Volume (veh/h)	85	46	72	37	41	28	72	729	22	9	731	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	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	92	50	78	40	45	30	78	792	24	10	795	41
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	222	125	159	188	206	120	409	2171	66	418	2120	109
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	572	432	551	464	711	415	657	3521	107	669	3437	177
Grp Volume(v), veh/h	220	0	0	115	0	0	78	400	416	10	411	425
Grp Sat Flow(s),veh/h/ln	555	0	0	1590	0	0	657	1777	1850	669	1777	1838
Q Serve(g_s), s	5.5	0.0	0.0	0.0	0.0	0.0	6.0	10.0	10.0	0.7	10.4	10.4
Cycle Q Clear(g_c), s	10.0	0.0	0.0	4.5	0.0	0.0	16.4	10.0	10.0	10.7	10.4	10.4
Prop In Lane	0.42		0.35	0.35		0.26	1.00		0.06	1.00		0.10
Lane Grp Cap(c), veh/h	506	0	0	513	0	0	409	1096	1141	418	1096	1133
V/C Ratio(X)	0.43	0.00	0.00	0.22	0.00	0.00	0.19	0.36	0.36	0.02	0.38	0.38
Avail Cap(c_a), veh/h	506	0	0	513	0	0	409	1096	1141	418	1096	1133
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	0.0	0.0	24.3	0.0	0.0	12.7	8.5	8.5	11.2	8.6	8.6
Incr Delay (d2), s/veh	2.7	0.0	0.0	1.0	0.0	0.0	1.0	0.9	0.9	0.1	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	0.0	2.0	0.0	0.0	0.9	3.5	3.6	0.1	3.6	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	0.0	0.0	25.3	0.0	0.0	13.7	9.5	9.4	11.3	9.6	9.6
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h	220			115			894			846		
Approach Delay, s/veh	28.9			25.3			9.8			9.6		
Approach LOS	C			C			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	60.0			30.0			60.0			30.0		
Change Period (Y+Rc), s	4.5			4.0			4.5			4.0		
Max Green Setting (Gmax), s	55.5			26.0			55.5			26.0		
Max Q Clear Time (g_c+I1), s	18.4			12.0			12.7			6.5		
Green Ext Time (p_c), s	3.7			1.1			3.3			0.5		
Intersection Summary												
HCM 6th Ctrl Delay	12.6											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary
3: Paramount Blvd & Jefferson St

Future Pre-Project Conditions
Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	34	124	19	21	18	82	640	14	24	788	41
Future Volume (veh/h)	85	34	124	19	21	18	82	640	14	24	788	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.99	1.00		1.00	1.00		0.98
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	92	37	135	21	23	20	89	696	15	26	857	45
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	186	87	229	172	185	138	382	2193	47	466	2116	111
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	455	303	794	412	642	479	617	3557	77	738	3431	180
Grp Volume(v), veh/h	264	0	0	64	0	0	89	348	363	26	444	458
Grp Sat Flow(s),veh/h/ln	552	0	0	1534	0	0	617	1777	1856	738	1777	1835
Q Serve(g_s), s	9.1	0.0	0.0	0.0	0.0	0.0	7.8	8.4	8.4	1.6	11.5	11.5
Cycle Q Clear(g_c), s	12.8	0.0	0.0	2.4	0.0	0.0	19.2	8.4	8.4	10.0	11.5	11.5
Prop In Lane	0.35		0.51	0.33		0.31	1.00		0.04	1.00		0.10
Lane Grp Cap(c), veh/h	502	0	0	496	0	0	382	1096	1145	466	1096	1131
V/C Ratio(X)	0.53	0.00	0.00	0.13	0.00	0.00	0.23	0.32	0.32	0.06	0.40	0.41
Avail Cap(c_a), veh/h	502	0	0	496	0	0	382	1096	1145	466	1096	1131
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	0.0	0.0	23.6	0.0	0.0	13.7	8.2	8.2	10.6	8.8	8.8
Incr Delay (d2), s/veh	3.9	0.0	0.0	0.5	0.0	0.0	1.4	0.8	0.7	0.2	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.3	0.0	0.0	1.1	0.0	0.0	1.1	2.9	3.0	0.3	4.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.1	0.0	0.0	24.1	0.0	0.0	15.2	9.0	9.0	10.8	9.9	9.9
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h	264		64				800			928		
Approach Delay, s/veh	31.1		24.1				9.7			9.9		
Approach LOS	C		C				A			A		
Timer - Assigned Phs	2		4				6			8		
Phs Duration (G+Y+Rc), s	60.0		30.0				60.0			30.0		
Change Period (Y+Rc), s	4.5		4.0				4.5			4.0		
Max Green Setting (Gmax), s	55.5		26.0				55.5			26.0		
Max Q Clear Time (g_c+I1), s	21.2		14.8				13.5			4.4		
Green Ext Time (p_c), s	3.4		1.2				3.8			0.3		
Intersection Summary												
HCM 6th Ctrl Delay	13.0											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary
3: Paramount Blvd & Jefferson St

Future With Project Conditions
Weekday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	46	72	37	53	28	72	791	22	9	786	38
Future Volume (veh/h)	85	46	72	37	53	28	72	791	22	9	786	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	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	92	50	78	40	58	30	78	860	24	10	854	41
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	222	125	159	172	240	110	385	2177	61	390	2128	102
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	571	431	551	415	832	382	622	3530	99	628	3451	166
Grp Volume(v), veh/h	220	0	0	128	0	0	78	433	451	10	440	455
Grp Sat Flow(s),veh/h/ln	554	0	0	1628	0	0	622	1777	1852	628	1777	1840
Q Serve(g_s), s	4.9	0.0	0.0	0.0	0.0	0.0	6.6	11.1	11.1	0.7	11.3	11.3
Cycle Q Clear(g_c), s	9.9	0.0	0.0	5.0	0.0	0.0	17.9	11.1	11.1	11.8	11.3	11.3
Prop In Lane	0.42		0.35	0.31		0.23	1.00		0.05	1.00		0.09
Lane Grp Cap(c), veh/h	506	0	0	523	0	0	385	1096	1142	390	1096	1135
V/C Ratio(X)	0.44	0.00	0.00	0.24	0.00	0.00	0.20	0.40	0.40	0.03	0.40	0.40
Avail Cap(c_a), veh/h	506	0	0	523	0	0	385	1096	1142	390	1096	1135
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	0.0	0.0	24.5	0.0	0.0	13.4	8.7	8.7	11.7	8.8	8.8
Incr Delay (d2), s/veh	2.7	0.0	0.0	1.1	0.0	0.0	1.2	1.1	1.0	0.1	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	0.0	2.2	0.0	0.0	1.0	3.9	4.0	0.1	4.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.8	0.0	0.0	25.6	0.0	0.0	14.5	9.8	9.8	11.9	9.9	9.8
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h	220			128			962			905		
Approach Delay, s/veh	28.8			25.6			10.2			9.9		
Approach LOS	C			C			B			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	60.0			30.0			60.0			30.0		
Change Period (Y+Rc), s	4.5			4.0			4.5			4.0		
Max Green Setting (Gmax), s	55.5			26.0			55.5			26.0		
Max Q Clear Time (g_c+I1), s	19.9			11.9			13.8			7.0		
Green Ext Time (p_c), s	4.1			1.1			3.6			0.6		
Intersection Summary												
HCM 6th Ctrl Delay	12.8											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary
3: Paramount Blvd & Jefferson St

Future With Project Conditions
Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	34	124	19	32	18	82	694	14	24	840	41
Future Volume (veh/h)	85	34	124	19	32	18	82	694	14	24	840	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.99	1.00		1.00	1.00		0.98
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	92	37	135	21	35	20	89	754	15	26	913	45
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	185	87	228	151	241	122	360	2197	44	439	2124	105
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	454	302	791	345	836	422	586	3563	71	699	3444	170
Grp Volume(v), veh/h	264	0	0	76	0	0	89	376	393	26	471	487
Grp Sat Flow(s),veh/h/ln	546	0	0	1603	0	0	586	1777	1857	699	1777	1837
Q Serve(g_s), s	9.2	0.0	0.0	0.0	0.0	0.0	8.4	9.3	9.3	1.7	12.4	12.4
Cycle Q Clear(g_c), s	12.9	0.0	0.0	2.9	0.0	0.0	20.9	9.3	9.3	11.0	12.4	12.4
Prop In Lane	0.35		0.51	0.28		0.26	1.00		0.04	1.00		0.09
Lane Grp Cap(c), veh/h	501	0	0	514	0	0	360	1096	1145	439	1096	1133
V/C Ratio(X)	0.53	0.00	0.00	0.15	0.00	0.00	0.25	0.34	0.34	0.06	0.43	0.43
Avail Cap(c_a), veh/h	501	0	0	514	0	0	360	1096	1145	439	1096	1133
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	0.0	0.0	23.8	0.0	0.0	14.4	8.4	8.4	11.0	9.0	9.0
Incr Delay (d2), s/veh	3.9	0.0	0.0	0.6	0.0	0.0	1.6	0.9	0.8	0.3	1.2	1.2
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	1.3	0.0	0.0	1.3	0.0	0.0	1.2	3.2	3.4	0.3	4.4	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.1	0.0	0.0	24.4	0.0	0.0	16.1	9.2	9.2	11.3	10.2	10.2
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	B	B
Approach Vol, veh/h	264			76			858			984		
Approach Delay, s/veh	31.1			24.4			9.9			10.2		
Approach LOS	C			C			A			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	60.0			30.0			60.0			30.0		
Change Period (Y+Rc), s	4.5			4.0			4.5			4.0		
Max Green Setting (Gmax), s	55.5			26.0			55.5			26.0		
Max Q Clear Time (g_c+I1), s	22.9			14.9			14.4			4.9		
Green Ext Time (p_c), s	3.7			1.2			4.1			0.3		
Intersection Summary												
HCM 6th Ctrl Delay	13.1											
HCM 6th LOS	B											

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	33	0	0	741	49
Future Vol, veh/h	0	33	0	0	741	49
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	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	36	0	0	805	53
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	429	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	574	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	574	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.7	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBTEBLn1		SBT	SBR		
Capacity (veh/h)	- 574		-	-		
HCM Lane V/C Ratio	- 0.062		-	-		
HCM Control Delay (s)	- 11.7		-	-		
HCM Lane LOS	- B		-	-		
HCM 95th %tile Q(veh)	- 0.2		-	-		

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	31	0	0	728	43
Future Vol, veh/h	0	31	0	0	728	43
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	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	34	0	0	791	47
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	419	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	583	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	583	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.6	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBTEBLn1		SBT	SBR		
Capacity (veh/h)	- 583		-	-		
HCM Lane V/C Ratio	- 0.058		-	-		
HCM Control Delay (s)	- 11.6		-	-		
HCM Lane LOS	- B		-	-		
HCM 95th %tile Q(veh)	- 0.2		-	-		

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	33	0	0	753	49
Future Vol, veh/h	0	33	0	0	753	49
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	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	36	0	0	818	53
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	436	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	568	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	568	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.8	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBTEBLn1		SBT	SBR		
Capacity (veh/h)	- 568		-	-		
HCM Lane V/C Ratio	- 0.063		-	-		
HCM Control Delay (s)	- 11.8		-	-		
HCM Lane LOS	- B		-	-		
HCM 95th %tile Q(veh)	- 0.2		-	-		

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	31	0	0	739	43
Future Vol, veh/h	0	31	0	0	739	43
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	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	34	0	0	803	47
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	425	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	578	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	578	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.6	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBTEBLn1		SBT	SBR		
Capacity (veh/h)	- 578		-	-		
HCM Lane V/C Ratio	- 0.058		-	-		
HCM Control Delay (s)	- 11.6		-	-		
HCM Lane LOS	- B		-	-		
HCM 95th %tile Q(veh)	- 0.2		-	-		