HCM CAPACITY CALCULATIONS

Center For Microcomputers In Transportation
University of Florida
512 Weil Hall
Gainesville, FL 32611-2083 (904) 392-0378

Streets: (E-W) Kuebler (N-S) Commercial
Analyst: WFB File Name: LOC1.HC9
Area Type: Other 5-14-97 PMPEAK
Comment: CAPACITY FOR SB THRUS

Traffic and Roadway Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		1			1			1			2 <	
Volumes		10			10			10			10	2
PHF or PK15		0.95			0.95			0.95			0.95	0.95
Lane W (ft)		12.0			12.0			12.0			12.0	
Grade		0			0			0			0	
% Heavy Veh		2			2			2			2	2
Parking	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Bus Stops			0			0			0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type		3			3			3			3	
RTOR Vols			0			0			0			0
Lost Time		3.00			3.00			3.00			3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	*				Thru	*		
Right					Right			
Peds					Peds			
WB Left					SB Left			
Thru	*				Thru	*		
Right					Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	56.0P				Green	36.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 100 secs Phase combination order: #1 #5

Streets: (E-W) Kuebler (N-S) Commercial
Analyst: WFB File Name: LOC1.HC9
Area Type: Other 5-14-97 PMPEAK
Comment: CAPACITY FOR SB THRUS

Volume Adjustment Worksheet

Direction/ Mvt	Mvt Vol	PHF	Adj Vol	Lane Grp	Lane Grp Vol	No. Ln	Lane Util Fact	Growth Fact	Adj Grp Vol	Prop LT	Prop RT
EB											
Thru	10	0.95	11	T	11	1	1.000	1.000	11	0.00	0.00
WB											
Thru	10	0.95	11	T	11	1	1.000	1.000	11	0.00	0.00
NB											
Thru	10	0.95	11	T	11	1	1.000	1.000	11	0.00	0.00
SB											
Thru	10	0.95	11	TR	13	2	1.050	1.000	14	0.00	0.15
Right	2	0.95	2								

Saturation Flow Adjustment Worksheet

Direction /LnGrp	Ideal Sat Flow	No. Lns	f W	f HV	f G	f p	f BB	f A	f RT	f LT	Adj Sat Flow
EB											
T	1900	1	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1863
WB											
T	1900	1	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1863
NB											
T	1900	1	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1863
SB											
TR	1900	2	1.00	0.98	1.00	1.00	1.00	1.00	0.98	1.00	3640

Streets: (E-W) Kuebler (N-S) Commercial
Analyst: WFB File Name: LOC1.HC9
Area Type: Other 5-14-97 PMPEAK
Comment: CAPACITY FOR SB THRUS

Capacity Analysis Worksheet

Direction /LnGrp	Adj Flow Rate (v)	Adj Sat Flow Rate (s)	Flow Ratio (v/s)	Green Ratio (g/C)	Lane Group Capacity (c)	v/c Ratio	
EB							
T	11	1863	0.006	0.570	1062	0.010	*
WB							
T	11	1863	0.006	0.570	1062	0.010	
NB							
T	11	1863	0.006	0.370	689	0.016	*
SB							
TR	14	3640	0.004	0.370	1347	0.010	

Sum (v/s) critical = 0.012
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.013

Level of Service Worksheet

Direction /LnGrp	v/c Ratio	g/C Ratio	Delay d 1	Del Adj Fact	Lane Group Cap	Calib d 2	Delay d 2	Lane Grp Del	Lane Grp LOS	Delay By App	LOS By App
EB											
T	0.010	0.570	7.1	1.000	1062	16	0.0	7.1	B	7.1	B
WB											
T	0.010	0.570	7.1	1.000	1062	16	0.0	7.1	B	7.1	B
NB											
T	0.016	0.370	15.2	1.000	689	16	0.0	15.2	C	15.2	C
SB											
TR	0.010	0.370	15.1	1.000	1347	16	0.0	15.1	C	15.1	C

Intersection Delay = 11.4 sec/veh Intersection LOS = B

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Streets: (E-W) Madrona (N-S) Commercial
Analyst: WFB File Name: LOC2.HC9
Area Type: Other 5-14-97 PMPEAK
Comment: CAPACITY FOR NB THRUS

Traffic and Roadway Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		1			1			2 <			1	
Volumes		10			10			10	2		10	
PHF or PK15		0.95			0.95			0.95	0.95		0.95	
Lane W (ft)		12.0			12.0			12.0			12.0	
Grade		0			0			0			0	
% Heavy Veh		2			2			2	2		2	
Parking	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Bus Stops			0			0			0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type		3			3			3			3	
RTOR Vols			0			0			0			0
Lost Time		3.00			3.00			3.00	3.00		3.00	

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	*				Thru	*		
Right					Right	*		
Peds					Peds			
WB Left					SB Left			
Thru	*				Thru	*		
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	40.0P				Green	52.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 100 secs Phase combination order: #1 #5

Streets: (E-W) Madrona (N-S) Commercial
Analyst: WFB File Name: LOC2.HC9
Area Type: Other 5-14-97 PMPEAK
Comment: CAPACITY FOR NB THRUS

Volume Adjustment Worksheet

Direction/ Mvt	Mvt Vol	PHF	Adj Vol	Lane Grp	Lane Grp Vol	No. Ln	Lane Util Fact	Growth Fact	Adj Grp Vol	Prop LT	Prop RT
EB											
Thru	10	0.95	11	T	11	1	1.000	1.000	11	0.00	0.00
WB											
Thru	10	0.95	11	T	11	1	1.000	1.000	11	0.00	0.00
NB											
Thru	10	0.95	11	TR	13	2	1.050	1.000	14	0.00	0.15
Right	2	0.95	2								
SB											
Thru	10	0.95	11	T	11	1	1.000	1.000	11	0.00	0.00

Saturation Flow Adjustment Worksheet

Direction /LnGrp	Ideal Sat Flow	No. Lns	f W	f HV	f G	f p	f BB	f A	f RT	f LT	Adj Sat Flow
EB											
T	1900	1	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1863
WB											
T	1900	1	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1863
NB											
TR	1900	2	1.00	0.98	1.00	1.00	1.00	1.00	0.98	1.00	3640
SB											
T	1900	1	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1863

Streets: (E-W) Madrona (N-S) Commercial
Analyst: WFB File Name: LOC2.HC9
Area Type: Other 5-14-97 PMPEAK
Comment: CAPACITY FOR NB THRUS

Capacity Analysis Worksheet

Direction /LnGrp	Adj Flow Rate (v)	Adj Sat Flow Rate (s)	Flow Ratio (v/s)	Green Ratio (g/C)	Lane Group Capacity (c)	v/c Ratio	
EB							
T	11	1863	0.006	0.410	764	0.014	*
WB							
T	11	1863	0.006	0.410	764	0.014	
NB							
TR	14	3640	0.004	0.530	1929	0.007	
SB							
T	11	1863	0.006	0.530	987	0.011	*

Sum (v/s) critical = 0.012
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.013

Level of Service Worksheet

Direction /LnGrp	v/c Ratio	g/C Ratio	Delay d 1	Del Adj Fact	Lane Group Cap	Calib d 2	Delay d 2	Lane Grp Del	Lane Grp LOS	Delay By App	LOS By App
EB											
T	0.014	0.410	13.3	1.000	764	16	0.0	13.3	B	13.3	B
WB											
T	0.014	0.410	13.3	1.000	764	16	0.0	13.3	B	13.3	B
NB											
TR	0.007	0.530	8.4	1.000	1929	16	0.0	8.4	B	8.4	B
SB											
T	0.011	0.530	8.4	1.000	987	16	0.0	8.4	B	8.4	B

Intersection Delay = 10.7 sec/veh Intersection LOS = B

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Streets: (E-W) Owens (N-S) Commercial
Analyst: WFB File Name: LOC3.HC9
Area Type: Other 5-14-97 PMPEAK
Comment: CAPACITY FOR SB THRUS

Traffic and Roadway Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		1			1						> 2	
Volumes		10			10					2	10	
PHF or PK15		0.95			0.95					0.95	0.95	
Lane W (ft)		12.0			12.0						12.0	
Grade		0			0						0	
% Heavy Veh		2			2					2	2	
Parking	(Y/N)	N		(Y/N)	N					(Y/N)	N	
Bus Stops			0			0						0
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N		(Y/N)	N					(Y/N)	N	
Arr Type		3			3						3	
RTOR Vols			0			0						0
Lost Time		3.00			3.00					3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	*				Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	*		
Thru	*				Thru	*		
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	24.0P				Green	68.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 100 secs Phase combination order: #1 #5

Streets: (E-W) Owens (N-S) Commercial
Analyst: WFB File Name: LOC3.HC9
Area Type: Other 5-14-97 PMPEAK
Comment: CAPACITY FOR SB THRUS

Capacity Analysis Worksheet

Direction /LnGrp	Adj Flow Rate (v)	Adj Sat Flow Rate (s)	Flow Ratio (v/s)	Green Ratio (g/C)	Lane Group Capacity (c)	v/c Ratio	
EB							
T	11	1863	0.006	0.250	466	0.024	*
WB							
T	11	1863	0.006	0.250	466	0.024	
NB							
SB							
LT	14	3697	0.004	0.690	2551	0.005	*

Sum (v/s) critical = 0.010
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.010

Level of Service Worksheet

Direction /LnGrp	v/c Ratio	g/C Ratio	Delay d 1	Del Adj Fact	Lane Group Cap	Calib d 2	Delay d 2	Lane Grp Del	Lane Grp LOS	Delay By App	LOS By App
EB											
T	0.024	0.250	21.5	1.000	466	16	0.0	21.5	C	21.5	C
WB											
T	0.024	0.250	21.5	1.000	466	16	0.0	21.5	C	21.5	C
NB											
SB											
LT	0.005	0.690	3.7	1.000	2551	16	0.0	3.7	A	3.7	A

Intersection Delay = 14.6 sec/veh Intersection LOS = B

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Streets: (E-W) Hoyt (N-S) Commercial
Analyst: WFB File Name: LOC4.HC9
Area Type: Other 5-14-97 PMPEAK
Comment: CAPACITY FOR NB THRUS

Traffic and Roadway Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		1			1			2 <			1	
Volumes		10			10			10	2		10	
PHF or PK15		0.95			0.95			0.95	0.95		0.95	
Lane W (ft)		12.0			12.0			12.0			12.0	
Grade		0			0			0			0	
% Heavy Veh		2			2			2	2		2	
Parking	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Bus Stops			0			0			0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type		3			3			3			3	
RTOR Vols			0			0			0			0
Lost Time		3.00			3.00			3.00	3.00		3.00	

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	*				Thru	*		
Right					Right	*		
Peds					Peds			
WB Left					SB Left			
Thru	*				Thru	*		
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	16.0P				Green	76.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 100 secs Phase combination order: #1 #5

Streets: (E-W) Hoyt (N-S) Commercial
Analyst: WFB File Name: LOC4.HC9
Area Type: Other 5-14-97 PMPEAK
Comment: CAPACITY FOR NB THRUS

Volume Adjustment Worksheet

Direction/ Mvt	Mvt Vol	PHF	Adj Vol	Lane Grp	Lane Grp Vol	No. Ln	Lane Util Fact	Growth Fact	Adj Grp Vol	Prop LT	Prop RT
EB											
Thru	10	0.95	11	T	11	1	1.000	1.000	11	0.00	0.00
WB											
Thru	10	0.95	11	T	11	1	1.000	1.000	11	0.00	0.00
NB											
Thru	10	0.95	11	TR	13	2	1.050	1.000	14	0.00	0.15
Right	2	0.95	2								
SB											
Thru	10	0.95	11	T	11	1	1.000	1.000	11	0.00	0.00

Saturation Flow Adjustment Worksheet

Direction /LnGrp	Ideal Sat Flow	No. Lns	f W	f HV	f G	f p	f BB	f A	f RT	f LT	Adj Sat Flow
EB											
T	1900	1	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1863
WB											
T	1900	1	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1863
NB											
TR	1900	2	1.00	0.98	1.00	1.00	1.00	1.00	0.98	1.00	3640
SB											
T	1900	1	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1863

Streets: (E-W) Hoyt (N-S) Commercial
Analyst: WFB File Name: LOC4.HC9
Area Type: Other 5-14-97 PMPEAK
Comment: CAPACITY FOR NB THRUS

Capacity Analysis Worksheet

Direction /LnGrp	Adj Flow Rate (v)	Adj Sat Flow Rate (s)	Flow Ratio (v/s)	Green Ratio (g/C)	Lane Group Capacity (c)	v/c Ratio	
EB							
T	11	1863	0.006	0.170	317	0.035	*
WB							
T	11	1863	0.006	0.170	317	0.035	
NB							
TR	14	3640	0.004	0.770	2803	0.005	
SB							
T	11	1863	0.006	0.770	1435	0.008	*

Sum (v/s) critical = 0.012
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.013

Level of Service Worksheet

Direction /LnGrp	v/c Ratio	g/C Ratio	Delay d 1	Del Adj Fact	Lane Group Cap	Calib d 2	Delay d 2	Lane Grp Del	Lane Grp LOS	Delay By App	LOS By App
EB											
T	0.035	0.170	26.3	1.000	317	16	0.0	26.3	D	26.3	D
WB											
T	0.035	0.170	26.3	1.000	317	16	0.0	26.3	D	26.3	D
NB											
TR	0.005	0.770	2.0	1.000	2803	16	0.0	2.0	A	2.0	A
SB											
T	0.008	0.770	2.0	1.000	1435	16	0.0	2.0	A	2.0	A

Intersection Delay = 13.4 sec/veh Intersection LOS = B

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Streets: (E-W) Ferry (N-S) Liberty
Analyst: WFB File Name: LOC5.HC9
Area Type: CBD 5-14-97 PMPEAK
Comment: CAPACITY FOR WB THRUS

Traffic and Roadway Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes					2 <			1				
Volumes					10	2		10				
PHF or PK15					0.95	0.95		0.95				
Lane W (ft)					12.0			12.0				
Grade					0			0				
% Heavy Veh					2	2		2				
Parking				(Y/N)	N		(Y/N)	N				
Bus Stops						0			0			
Con. Peds			0			0			0			0
Ped Button				(Y/N)	N		(Y/N)	N				
Arr Type					3			3				
RTOR Vols						0			0			
Lost Time					3.00	3.00		3.00				

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru *			
Right					Right			
Peds					Peds			
WB Left					SB Left			
Thru	*				Thru			
Right	*				Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	45.0P				Green 47.0P			
Yellow/AR	4.0				Yellow/AR 4.0			

Cycle Length: 100 secs Phase combination order: #1 #5

Streets: (E-W) Ferry (N-S) Liberty
Analyst: WFB File Name: LOC5.HC9
Area Type: CBD 5-14-97 PMPEAK
Comment: CAPACITY FOR WB THRUS

Volume Adjustment Worksheet

Direction/ Mvt	Mvt Vol	PHF	Adj Vol	Lane Grp	Lane Grp Vol	No. Ln	Lane Util Fact	Growth Fact	Adj Grp Vol	Prop LT	Prop RT
WB											
Thru	10	0.95	11	TR	13	2	1.050	1.000	14	0.00	0.15
Right	2	0.95	2								
NB											
Thru	10	0.95	11	T	11	1	1.000	1.000	11	0.00	0.00

Saturation Flow Adjustment Worksheet

Direction /LnGrp	Ideal Sat Flow	No. Lns	f W	f HV	f G	f p	f BB	f A	f RT	f LT	Adj Sat Flow
WB											
TR	1900	2	1.00	0.98	1.00	1.00	1.00	0.90	0.98	1.00	3276
NB											
T	1900	1	1.00	0.98	1.00	1.00	1.00	0.90	1.00	1.00	1676

Streets: (E-W) Ferry (N-S) Liberty
Analyst: WFB File Name: LOC5.HC9
Area Type: CBD 5-14-97 PMPEAK
Comment: CAPACITY FOR WB THRUS

Capacity Analysis Worksheet

Direction /LnGrp	Adj Flow Rate (v)	Adj Sat Flow Rate (s)	Flow Ratio (v/s)	Green Ratio (g/C)	Lane Group Capacity (c)	v/c Ratio	
EB							
WB							
TR	14	3276	0.004	0.460	1507	0.009	*
NB							
T	11	1676	0.007	0.480	804	0.014	*
SB							

Sum (v/s) critical = 0.011
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.012

Level of Service Worksheet

Direction /LnGrp	v/c Ratio	g/C Ratio	Delay d 1	Del Adj Fact	Lane Group Cap	Calib d 2	Delay d 2	Lane Grp Del	Lane Grp LOS	Delay By App	LOS By App
EB											
WB											
TR	0.009	0.460	11.1	1.000	1507	16	0.0	11.1	B	11.1	B
NB											
T	0.014	0.480	10.3	1.000	804	16	0.0	10.3	B	10.3	B
SB											

Intersection Delay = 10.8 sec/veh Intersection LOS = B

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Streets: (E-W) Mission (N-S) 25th
Analyst: WFB File Name: LOC6.HC9
Area Type: Other 5-14-97 PMPEAK
Comment: CAPACITY FOR EB THRUS

Traffic and Roadway Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		2	<		1			1			1	
Volumes		10	2		10			10			10	
PHF or PK15		0.95	0.95		0.95			0.95			0.95	
Lane W (ft)		12.0			12.0			12.0			12.0	
Grade		0			0			0			0	
% Heavy Veh		2	2		2			2			2	
Parking	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Bus Stops			0			0			0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type		3			3			3			3	
RTOR Vols			0			0			0			0
Lost Time		3.00	3.00		3.00			3.00			3.00	

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	*				Thru	*		
Right	*				Right			
Peds					Peds			
WB Left					SB Left			
Thru	*				Thru	*		
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	46.0P				Green	46.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 100 secs Phase combination order: #1 #5

Streets: (E-W) Mission (N-S) 25th
Analyst: WFB File Name: LOC6.HC9
Area Type: Other 5-14-97 PMPEAK
Comment: CAPACITY FOR EB THRUS

Volume Adjustment Worksheet

Direction/ Mvt	Mvt Vol	PHF	Adj Vol	Lane Grp	Lane Grp Vol	No. Ln	Lane Util Fact	Growth Fact	Adj Grp Vol	Prop LT	Prop RT
EB											
Thru	10	0.95	11	TR	13	2	1.050	1.000	14	0.00	0.15
Right	2	0.95	2								
WB											
Thru	10	0.95	11	T	11	1	1.000	1.000	11	0.00	0.00
NB											
Thru	10	0.95	11	T	11	1	1.000	1.000	11	0.00	0.00
SB											
Thru	10	0.95	11	T	11	1	1.000	1.000	11	0.00	0.00

Saturation Flow Adjustment Worksheet

Direction /LnGrp	Ideal Sat Flow	No. Lns	f W	f HV	f G	f p	f BB	f A	f RT	f LT	Adj Sat Flow
EB											
TR	1900	2	1.00	0.98	1.00	1.00	1.00	1.00	0.98	1.00	3640
WB											
T	1900	1	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1863
NB											
T	1900	1	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1863
SB											
T	1900	1	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1863

Streets: (E-W) Mission (N-S) 25th
Analyst: WFB File Name: LOC6.HC9
Area Type: Other 5-14-97 PMPEAK
Comment: CAPACITY FOR EB THRUS

Capacity Analysis Worksheet

Direction /LnGrp	Adj Flow Rate (v)	Adj Sat Flow Rate (s)	Flow Ratio (v/s)	Green Ratio (g/C)	Lane Group Capacity (c)	v/c Ratio	
EB							
TR	14	3640	0.004	0.470	1711	0.008	
WB							
T	11	1863	0.006	0.470	876	0.013	*
NB							
T	11	1863	0.006	0.470	876	0.013	*
SB							
T	11	1863	0.006	0.470	876	0.013	

Sum (v/s) critical = 0.012
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.013

Level of Service Worksheet

Direction /LnGrp	v/c Ratio	g/C Ratio	Delay d 1	Del Adj Fact	Lane Group Cap	Calib d 2	Delay d 2	Lane Grp Del	Lane Grp LOS	Delay By App	LOS By App
EB											
TR	0.008	0.470	10.7	1.000	1711	16	0.0	10.7	B	10.7	B
WB											
T	0.013	0.470	10.7	1.000	876	16	0.0	10.7	B	10.7	B
NB											
T	0.013	0.470	10.7	1.000	876	16	0.0	10.7	B	10.7	B
SB											
T	0.013	0.470	10.7	1.000	876	16	0.0	10.7	B	10.7	B

Intersection Delay = 10.7 sec/veh Intersection LOS = B