

Hesperia GP Update
21: Main St. & Baldy Mesa Rd

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	2787	1770	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	5085	2787	1770	5085	1583	3433	5085	1583	3433	5085	1583
Volume (vph)	254	1122	295	19	574	179	137	167	38	239	542	231
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	276	1220	321	21	624	195	149	182	41	260	589	251
RTOR Reduction (vph)	0	0	299	0	0	143	0	0	33	0	0	197
Lane Group Flow (vph)	276	1220	22	21	624	52	149	182	8	260	589	54
Turn Type	Prot		Over	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	11.0	26.2	4.1	0.7	15.9	15.9	4.1	12.0	12.0	5.1	13.0	13.0
Effective Green, g (s)	11.0	26.2	4.1	0.7	15.9	15.9	4.1	12.0	12.0	5.1	13.0	13.0
Actuated g/C Ratio	0.18	0.44	0.07	0.01	0.27	0.27	0.07	0.20	0.20	0.08	0.22	0.22
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	325	2220	190	21	1348	419	235	1017	317	292	1102	343
v/s Ratio Prot	c0.16	c0.24	c0.12	0.01	0.12		0.04	0.04		0.08	0.12	
v/s Ratio Perm						0.12			0.03			0.16
v/c Ratio	0.85	0.55	0.12	1.00	0.46	0.12	0.63	0.18	0.03	0.89	0.53	0.16
Uniform Delay, d1	23.7	12.5	26.2	29.6	18.5	16.8	27.2	19.9	19.3	27.2	20.8	19.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	18.3	0.3	0.3	196.4	0.3	0.1	5.5	0.1	0.0	26.8	0.5	0.2
Delay (s)	42.0	12.8	26.5	226.0	18.7	16.9	32.7	20.0	19.3	53.9	21.3	19.3
Level of Service	D	B	C	F	B	B	C	B	B	D	C	B
Approach Delay (s)		19.7			23.5			25.0			28.6	
Approach LOS		B			C			C			C	
Intersection Summary												
HCM Average Control Delay			23.3				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			60.0				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			52.9%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

Hesperia GP Update
21: Main St. & Baldy Mesa Rd

PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	2787	1770	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	5085	2787	1770	5085	1583	3433	5085	1583	3433	5085	1583
Volume (vph)	43	864	348	31	1133	313	583	755	50	103	133	232
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	47	939	378	34	1232	340	634	821	54	112	145	252
RTOR Reduction (vph)	0	0	294	0	0	183	0	0	36	0	0	117
Lane Group Flow (vph)	47	939	84	34	1232	157	634	821	18	112	145	135
Turn Type	Prot		Over	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	2.1	19.5	13.7	1.7	19.1	19.1	13.7	21.0	21.0	3.8	11.1	11.1
Effective Green, g (s)	2.1	19.5	13.7	1.7	19.1	19.1	13.7	21.0	21.0	3.8	11.1	11.1
Actuated g/C Ratio	0.03	0.31	0.22	0.03	0.31	0.31	0.22	0.34	0.34	0.06	0.18	0.18
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	60	1599	616	49	1567	488	759	1722	536	210	910	283
v/s Ratio Prot	c0.03	0.18	0.14	0.02	c0.24		c0.18	0.16		0.03	0.03	
v/s Ratio Perm						0.21			0.03			0.16
v/c Ratio	0.78	0.59	0.14	0.69	0.79	0.32	0.84	0.48	0.03	0.53	0.16	0.48
Uniform Delay, d1	29.7	17.9	19.4	29.9	19.6	16.5	23.1	16.2	13.7	28.2	21.5	22.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	47.5	0.6	0.1	34.8	2.7	0.4	7.9	0.2	0.0	2.6	0.1	1.3
Delay (s)	77.3	18.4	19.5	64.7	22.3	16.9	31.0	16.4	13.7	30.8	21.6	24.1
Level of Service	E	B	B	E	C	B	C	B	B	C	C	C
Approach Delay (s)		20.7			22.0			22.4			24.9	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM Average Control Delay			22.1			HCM Level of Service			C			
HCM Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			62.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			62.9%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	2787	1770	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	5085	2787	1770	5085	1583	3433	5085	1583	3433	5085	1583
Volume (vph)	211	1299	620	3	1514	83	854	256	601	758	580	154
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	229	1412	674	3	1646	90	928	278	653	824	630	167
RTOR Reduction (vph)	0	0	476	0	0	52	0	0	56	0	0	101
Lane Group Flow (vph)	229	1412	198	3	1646	38	928	278	597	824	630	66
Turn Type	Prot		Over	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	11.0	43.4	33.3	0.8	33.2	33.2	33.3	33.0	33.0	20.0	19.7	19.7
Effective Green, g (s)	11.0	43.4	33.3	0.8	33.2	33.2	33.3	33.0	33.0	20.0	19.7	19.7
Actuated g/C Ratio	0.10	0.38	0.29	0.01	0.29	0.29	0.29	0.29	0.29	0.18	0.17	0.17
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	172	1950	820	13	1491	464	1010	1482	461	607	885	275
v/s Ratio Prot	c0.13	0.28	0.24	0.00	c0.32		0.27	0.05		c0.24	0.12	
v/s Ratio Perm						0.06			0.41			0.11
v/c Ratio	1.33	0.72	0.24	0.23	1.10	0.08	0.92	0.19	1.30	1.36	0.71	0.24
Uniform Delay, d1	51.1	29.8	30.4	55.9	40.0	29.0	38.6	30.1	40.1	46.6	44.1	40.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	183.3	1.4	0.2	8.9	57.3	0.1	12.8	0.1	148.1	171.4	2.7	0.5
Delay (s)	234.4	31.2	30.5	64.8	97.3	29.0	51.4	30.1	188.2	218.0	46.8	40.8
Level of Service	F	C	C	E	F	C	D	C	F	F	D	D
Approach Delay (s)		51.1			93.7			96.3			133.2	
Approach LOS		D			F			F			F	
Intersection Summary												
HCM Average Control Delay			89.7				HCM Level of Service		F			
HCM Volume to Capacity ratio			1.29									
Actuated Cycle Length (s)			113.2				Sum of lost time (s)		16.0			
Intersection Capacity Utilization			93.9%				ICU Level of Service		F			
Analysis Period (min)			15									
c Critical Lane Group												

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21: Main St. & Baldy Mesa Rd

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	2787	1770	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	5085	2787	1770	5085	1583	3433	5085	1583	3433	5085	1583
Volume (vph)	111	1539	515	259	1572	494	974	838	33	152	247	197
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	121	1673	560	282	1709	537	1059	911	36	165	268	214
RTOR Reduction (vph)	0	0	256	0	0	143	0	0	24	0	0	132
Lane Group Flow (vph)	121	1673	304	282	1709	394	1059	911	12	165	268	82
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	12.3	44.1	44.1	22.0	53.8	53.8	42.0	44.6	44.6	10.4	13.0	13.0
Effective Green, g (s)	12.3	44.1	44.1	22.0	53.8	53.8	42.0	44.6	44.6	10.4	13.0	13.0
Actuated g/C Ratio	0.09	0.32	0.32	0.16	0.39	0.39	0.31	0.33	0.33	0.08	0.09	0.09
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	159	1636	896	284	1995	621	1052	1654	515	260	482	150
v/s Ratio Prot	0.07	c0.33		c0.16	0.34		c0.31	0.18		0.05	0.05	
v/s Ratio Perm			0.20			0.34			0.02			0.14
v/c Ratio	0.76	1.02	0.34	0.99	0.86	0.63	1.01	0.55	0.02	0.63	0.56	0.55
Uniform Delay, d1	61.0	46.5	35.4	57.5	38.1	33.7	47.5	38.0	31.4	61.5	59.3	59.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	19.1	28.2	0.2	51.2	3.9	2.1	29.4	0.4	0.0	5.0	1.4	4.0
Delay (s)	80.1	74.7	35.6	108.7	42.0	35.8	76.9	38.4	31.5	66.5	60.7	63.2
Level of Service	F	E	D	F	D	D	E	D	C	E	E	E
Approach Delay (s)		65.7			48.1			58.6			63.0	
Approach LOS		E			D			E			E	
Intersection Summary												
HCM Average Control Delay			57.7				HCM Level of Service			E		
HCM Volume to Capacity ratio			1.06									
Actuated Cycle Length (s)			137.1				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			90.0%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

Hesperia GP Update

21: Main St. & Baldy Mesa Rd

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	2787	1770	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	5085	2787	1770	5085	1583	3433	5085	1583	3433	5085	1583
Volume (vph)	207	1721	1115	7	1397	196	1083	681	302	908	1361	202
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	225	1871	1212	8	1518	213	1177	740	328	987	1479	220
RTOR Reduction (vph)	0	0	471	0	0	99	0	0	41	0	0	108
Lane Group Flow (vph)	225	1871	741	8	1518	114	1177	740	287	987	1479	112
Turn Type	Prot		Over	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	16.0	56.4	42.0	0.8	41.2	41.2	42.0	36.0	36.0	44.0	38.0	38.0
Effective Green, g (s)	16.0	56.4	42.0	0.8	41.2	41.2	42.0	36.0	36.0	44.0	38.0	38.0
Actuated g/C Ratio	0.10	0.37	0.27	0.01	0.27	0.27	0.27	0.23	0.23	0.29	0.25	0.25
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	185	1872	764	9	1368	426	941	1195	372	986	1261	393
v/s Ratio Prot	c0.13	0.37	c0.43	0.00	c0.30		0.34	0.15		0.29	c0.29	
v/s Ratio Perm						0.13			0.21			0.14
v/c Ratio	1.22	1.00	0.97	0.89	1.11	0.27	1.25	0.62	0.77	1.00	1.17	0.28
Uniform Delay, d1	68.6	48.4	55.0	76.2	56.0	44.1	55.6	52.5	54.8	54.6	57.6	46.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	136.4	20.5	25.0	230.5	60.2	0.3	121.7	1.0	9.6	28.9	86.5	0.4
Delay (s)	205.0	68.9	79.9	306.6	116.2	44.5	177.3	53.4	64.4	83.5	144.1	47.0
Level of Service	F	E	E	F	F	D	F	D	E	F	F	D
Approach Delay (s)		82.2			108.3			120.0			113.9	
Approach LOS		F			F			F			F	
Intersection Summary												
HCM Average Control Delay			103.8				HCM Level of Service			F		
HCM Volume to Capacity ratio			1.25									
Actuated Cycle Length (s)			153.2				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			109.0%				ICU Level of Service			G		
Analysis Period (min)			15									
c Critical Lane Group												

Hesperia GP Update

21: Main St. & Baldy Mesa Rd

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	2787	1770	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	5085	2787	1770	5085	1583	3433	5085	1583	3433	5085	1583
Volume (vph)	152	1603	1115	45	2023	673	1340	1655	45	329	1110	199
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	165	1742	1212	49	2199	732	1457	1799	49	358	1207	216
RTOR Reduction (vph)	0	0	537	0	0	160	0	0	21	0	0	60
Lane Group Flow (vph)	165	1742	675	49	2199	572	1457	1799	28	358	1207	156
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	10.0	51.0	51.0	4.0	45.0	45.0	41.0	54.0	54.0	15.0	28.0	28.0
Effective Green, g (s)	10.0	51.0	51.0	4.0	45.0	45.0	41.0	54.0	54.0	15.0	28.0	28.0
Actuated g/C Ratio	0.07	0.36	0.36	0.03	0.32	0.32	0.29	0.39	0.39	0.11	0.20	0.20
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	126	1852	1015	51	1634	509	1005	1961	611	368	1017	317
v/s Ratio Prot	c0.09	0.34		0.03	0.43		c0.42	0.35		0.10	c0.24	
v/s Ratio Perm			0.43			0.46			0.03			0.14
v/c Ratio	1.31	0.94	0.66	0.96	1.35	1.12	1.45	0.92	0.05	0.97	1.19	0.49
Uniform Delay, d1	65.0	43.0	37.3	67.9	47.5	47.5	49.5	40.9	26.9	62.3	56.0	49.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	184.8	10.1	1.7	111.0	159.8	78.4	208.0	7.3	0.0	39.4	94.1	1.2
Delay (s)	249.8	53.1	39.0	178.9	207.3	125.9	257.5	48.2	26.9	101.7	150.1	50.9
Level of Service	F	D	D	F	F	F	F	D	C	F	F	D
Approach Delay (s)		58.0			186.8			140.1			128.4	
Approach LOS		E			F			F			F	
Intersection Summary												
HCM Average Control Delay			127.8				HCM Level of Service			F		
HCM Volume to Capacity ratio			1.37									
Actuated Cycle Length (s)			140.0				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			120.5%				ICU Level of Service			H		
Analysis Period (min)			15									
c Critical Lane Group												