APPENDIX C
INTERSECTION CAPACITY ANALYSIS RESULTS – EXISTING VOLUME

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*DY*
Agency/Co.	*Gorove/Slade Associates, Inc*
Date Performed	*09/15/04*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Columbia Rd & 17th Street*
Jurisdiction	
Analysis Year	*Existing 2004*

Project Description *1963-001*

East/West Street: *Columbia Rd* | North/South Street: *17th Street*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*0*	*380*	*22*	*16*	*566*	*0*
Peak-hour factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*0*	*380*	*22*	*16*	*566*	*0*
Proportion of heavy vehicles, P_{HV}	*0*	–	–	*0*	–	–
Median type	*Undivided*					
RT Channelized?			*0*			*0*
Lanes	*0*	*1*	*0*	*1*	*1*	*0*
Configuration			*TR*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*24*	*0*	*32*	*0*	*0*	*0*
Peak-hour factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*24*	*0*	*32*	*0*	*0*	*0*
Proportion of heavy vehicles, P_{HV}	*0*	*0*	*0*	*0*	*0*	*0*
Percent grade (%)		*0*			*0*	
Flared approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized?			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*		*LR*				
Volume, v (vph)		*16*		*56*				
Capacity, c_m (vph)		*1168*		*410*				
v/c ratio		*0.01*		*0.14*				
Queue length (95%)		*0.04*		*0.47*				

Control Delay (s/veh)		8.1		15.2				
LOS		A		C				
Approach delay (s/veh)	–	–	15.2					
Approach LOS	–	–	C					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	
Agency/Co.	*Gorove/Slade Associates, Inc*
Date Performed	*09/15/04*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*Columbia Rd & 17th Street*
Jurisdiction	
Analysis Year	*Existing 2004*

Project Description *1963-001*

East/West Street: *Columbia Rd* | North/South Street: *17th Street*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*0*	*570*	*39*	*26*	*506*	*0*
Peak-hour factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*0*	*570*	*39*	*26*	*506*	*0*
Proportion of heavy vehicles, P_{HV}	*0*	–	–	*0*	–	–
Median type	*Undivided*					
RT Channelized?			*0*			*0*
Lanes	*0*	*1*	*0*	*1*	*1*	*0*
Configuration			*TR*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*19*	*0*	*31*	*0*	*0*	*0*
Peak-hour factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*19*	*0*	*31*	*0*	*0*	*0*
Proportion of heavy vehicles, P_{HV}	*0*	*0*	*0*	*0*	*0*	*0*
Percent grade (%)		*0*			*0*	
Flared approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized?			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*		*LR*				
Volume, v (vph)		*26*		*50*				
Capacity, c_m (vph)		*979*		*336*				
v/c ratio		*0.03*		*0.15*				
Queue length (95%)		*0.08*		*0.52*				

Control Delay (s/veh)		8.8		17.6				
LOS		A		C				
Approach delay (s/veh)	–	–	17.6					
Approach LOS	–	–	C					

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	DY
Agency/Co.	Gorove/Slade Associates, Inc
Date Performed	09/15/04
Analysis Time Period	AM Peak

Site Information

Intersection	Euclid Street & 17th Street
Jurisdiction	
Analysis Year	Existing 2004

Project ID 1963-001

East/West Street: Euclid Street | North/South Street: 17th Street

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	8	97	14	18	115	16
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	10	15	20	24	30	15
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	119		149		45		69	
% Heavy Vehicles								
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.1		0.2		0.3	
Prop. Right-Turns	0.1		0.1		0.4		0.2	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	4.27		4.27		4.27		4.27	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.11		0.13		0.04		0.06	
hd, final value	4.27		4.27		4.27		4.27	
x, final value	0.14		0.18		0.05		0.09	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	2.3		2.3		2.3		2.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	369		399		295		319	
Delay	7.97		8.16		7.61		7.91	
LOS	A		A		A		A	
Approach: Delay	7.97		8.16		7.61		7.91	
LOS	A		A		A		A	
Intersection Delay	7.99							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	DY
Agency/Co.	Gorove/Slade Associates,Inc
Date Performed	09/15/04
Analysis Time Period	PM Peak

Site Information

Intersection	Euclid Street & 17th Street
Jurisdiction	
Analysis Year	Existing 2004

Project ID 1963-001

East/West Street: Euclid Street | North/South Street: 17th Street

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	13	193	26	11	52	11
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	5	14	19	35	16	19
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	232		74		38		70	
% Heavy Vehicles								
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.1		0.1		0.5	
Prop. Right-Turns	0.1		0.1		0.5		0.3	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	4.18		4.18		4.18		4.18	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.21		0.07		0.03		0.06	
hd, final value	4.18		4.18		4.18		4.18	
x, final value	0.27		0.09		0.05		0.09	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	2.2		2.2		2.2		2.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	482		324		288		320	
Delay	8.72		7.76		7.61		8.01	
LOS	A		A		A		A	
Approach: Delay	8.72		7.76		7.61		8.01	
LOS	A		A		A		A	
Intersection Delay	8.32							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	DY
Agency/Co.	Gorove/Slade Associates, Inc
Date Performed	09/15/04
Analysis Time Period	AM Peak

Site Information

Intersection	Kalorama Road & 17th Street
Jurisdiction	
Analysis Year	Existing 2004

Project ID 1963-001

East/West Street: Kalorama Road | North/South Street: 17th Street

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	11	42	0	0	126	22
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	10	3	8	17	0	47
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT		TR		LTR		LR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	53		148		21		64	
% Heavy Vehicles								
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.0		0.5		0.3	
Prop. Right-Turns	0.0		0.1		0.4		0.7	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	4.27		4.27		4.27		4.27	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.05		0.13		0.02		0.06	
hd, final value	4.27		4.27		4.27		4.27	
x, final value	0.06		0.17		0.02		0.07	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	2.3		2.3		2.3		2.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	303		398		271		314	
Delay	7.56		7.86		7.38		7.27	
LOS	A		A		A		A	
Approach: Delay	7.56		7.86		7.38		7.27	
LOS	A		A		A		A	
Intersection Delay	7.63							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	DY
Agency/Co.	Gorove/Slade Associates, Inc
Date Performed	09/15/04
Analysis Time Period	PM Peak

Site Information

Intersection	Kalorama Street & 17th Street
Jurisdiction	
Analysis Year	Existing 2004

Project ID 1963-001

East/West Street: Kalorama Street | North/South Street: 17th Street

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	25	69	0	0	47	13
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	10	9	6	23	0	36
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT		TR		LTR		LR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	94		60		25		59	
% Heavy Vehicles								
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
Prop. Left-Turns	0.3		0.0		0.4		0.4	
Prop. Right-Turns	0.0		0.2		0.2		0.6	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	4.19		4.19		4.19		4.19	

Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.08		0.05		0.02		0.05	
hd, final value	4.19		4.19		4.19		4.19	
x, final value	0.11		0.07		0.03		0.07	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	2.2		2.2		2.2		2.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	344		310		275		309	
Delay	7.71		7.34		7.36		7.25	
LOS	A		A		A		A	
Approach: Delay	7.71		7.34		7.36		7.25	
LOS	A		A		A		A	
Intersection Delay	7.47							
Intersection LOS	A							

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DY	Intersection	Kalorama Street & 16th Street
Agency/Co.	Gorove/Slade Associates, Inc	Jurisdiction	
Date Performed	09/15/04	Analysis Year	Existing 2004
Analysis Time Period	AM Peak		
Project Description	1963-001		
East/West Street:	Kalorama Street	North/South Street:	16th Street
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	41	498	0	0	2138	97
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	41	498	0	0	2138	97
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	0	0	2	1
Configuration	LT	T			T	R
Upstream Signal		0			1	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	29	0	49
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	29	0	49
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (vph)	41						78	
C (m) (vph)	348						103	
v/c	0.12						0.76	
95% queue length	0.40						4.07	
Control Delay	16.7						107.4	
LOS	C						F	
Approach Delay	--	--				107.4		
Approach LOS	--	--				F		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DY	Intersection	Kalorama St & 16th St
Agency/Co.	Gorove/Slade Associates, Inc	Jurisdiction	
Date Performed	09/15/04	Analysis Year	Existing 2004
Analysis Time Period	PM Peak		
Project Description	1963-001		
East/West Street:	Kalorama St	North/South Street:	16th St
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	19	1211	0	0	1045	46
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	19	1211	0	0	1045	46
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	0	0	2	1
Configuration	LT	T			T	R
Upstream Signal		0			1	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	41	0	45
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	41	0	45
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (vph)	19						86	
C (m) (vph)	707						175	
v/c	0.03						0.49	
95% queue length	0.08						2.39	
Control Delay	10.2						44.0	
LOS	B						E	
Approach Delay	--	--				44.0		
Approach LOS	--	--				E		

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HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst	DY	Intersection	Euclid Street & 16th Street
Agency or Co.	Gorove/Slade Associates, Inc	Area Type	CBD or Similar
Date Performed	09/15/04	Jurisdiction	
Time Period	AM Peak	Analysis Year	Existing 2004
		Project ID	1963-001

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	0	1	0	0	1	0	0	2	0	0	3	0
Lane group		LTR			LTR			LTR			LTR	
Volume, V (vph)	16	70	41	115	149	39	12	544	26	29	2165	19
% Heavy vehicles, %HV	0	0	0	0	0	0	0	0	0	0	0	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or actuated (A)	P	P	P	P	P	P	P	P	P	P	P	P
Start-up lost time, l_1		2.0			2.0			2.0			2.0	
Extension of effective green, e		2.0			2.0			2.0			2.0	
Arrival type, AT		3			3			3			3	
Unit extension, UE		3.0			3.0			3.0			3.0	
Filtering/metering, I		1.000			1.000			1.000			1.000	
Initial unmet demand, Q_b		0.0			0.0			0.0			0.0	
Ped / Bike / RTOR volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane width		12.0			12.0			12.0			12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N_m												
Buses stopping, N_B		0			0			0			0	
Min. time for pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 20.0	G =	G =	G =	G = 70.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 100.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v		142			337			646			2459	
Lane group capacity, c		297			253			1933			3011	
v/c ratio, X		0.48			1.33			0.33			0.82	
Total green ratio, g/C		0.20			0.20			0.70			0.70	

Uniform delay, d_1		35.4			40.0			5.9			10.5	
Progression factor, PF		1.000			1.000			1.000			1.000	
Delay calibration, k		0.50			0.50			0.50			0.50	
Incremental delay, d_2		5.4			173.9			0.5			2.6	
Initial queue delay, d_3												
Control delay		40.8			213.9			6.3			13.1	
Lane group LOS		D			F			A			B	
Approach delay	40.8			213.9			6.3			13.1		
Approach LOS	D			F			A			B		
Intersection delay	31.9			X_c = 0.93			Intersection LOS			C		

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HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst	DY	Intersection	Euclid Street & 16th Street
Agency or Co.	Gorovel Slade Associates, Inc	Area Type	CBD or Similar
Date Performed	09/15/04	Jurisdiction	
Time Period	PM Peak	Analysis Year	Existing 2004
		Project ID	1963-001

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	0	1	0	0	1	0	0	2	0	0	3	0
Lane group		LTR			LTR			LTR			LTR	
Volume, V (vph)	33	171	35	48	87	82	13	1530	30	66	921	13
% Heavy vehicles, %HV	0	0	0	0	0	0	0	0	0	0	0	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or actuated (A)	P	P	P	P	P	P	P	P	P	P	P	P
Start-up lost time, l_1		2.0			2.0			2.0			2.0	
Extension of effective green, e		2.0			2.0			2.0			2.0	
Arrival type, AT		3			3			3			3	
Unit extension, UE		3.0			3.0			3.0			3.0	
Filtering/metering, I		1.000			1.000			1.000			1.000	
Initial unmet demand, Q_b		0.0			0.0			0.0			0.0	
Ped / Bike / RTOR volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane width		12.0			12.0			12.0			12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N_m												
Buses stopping, N_B		0			0			0			0	
Min. time for pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 20.0	G =	G =	G =	G = 70.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 100.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v		266			241			1747			1110	
Lane group capacity, c		292			233			2134			2297	
v/c ratio, X		0.91			1.03			0.82			0.48	
Total green ratio, g/C		0.20			0.20			0.70			0.70	

Uniform delay, d_1		39.1			40.0			10.5			6.8	
Progression factor, PF		1.000			1.000			1.000			1.000	
Delay calibration, k		0.50			0.50			0.50			0.50	
Incremental delay, d_2		34.1			68.2			3.6			0.7	
Initial queue delay, d_3												
Control delay		73.2			108.2			14.2			7.5	
Lane group LOS		E			F			B			A	
Approach delay	73.2			108.2			14.2			7.5		
Approach LOS	E			F			B			A		
Intersection delay	23.4			X_c = 0.87			Intersection LOS			C		

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