

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑			↑	↑		↑	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	10	1066	11	24	674	6	9	11	29	13	0	48
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
Hourly flow rate (vph)	11	1159	12	26	733	7	10	12	32	14	0	52
Pedestrians								31			17	
Lane Width (ft)								10.0			10.0	
Walking Speed (ft/s)								4.0			4.0	
Percent Blockage								2			1	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)		410										
pX, platoon unblocked	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
vC, conflicting volume	0			0			0	0	0	0	0	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			0			0	0	0	0	0	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	0			0			0	0	0	0	0	0
cM capacity (veh/h)	0			0			0	0	0	0	0	0
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1			
Volume Total	301	579	302	209	366	190	22	32	66			
Volume Left	11	0	0	26	0	0	10	0	14			
Volume Right	0	0	12	0	0	7	0	32	52			
cSH	0	0	0	0	0	0	0	0	0			
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	0			
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Lane LOS	A			A			A	A	A			
Approach Delay (s)	0.0			0.0			0.0		0.0			
Approach LOS							A		A			

**Intersection Summary**

Average Delay	0.0
Intersection Capacity Utilization	51.6%
Analysis Period (min)	15
ICU Level of Service	A

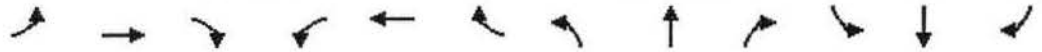


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑			↑	↑		↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0	4.0		4.0	
Lane Util. Factor		0.91			0.91			1.00	1.00		1.00	
Frbp, ped/bikes		1.00			1.00			1.00	1.00		1.00	
Flpb, ped/bikes		1.00			1.00			1.00	1.00		1.00	
Frt		1.00			1.00			1.00	0.85		0.89	
Flt Protected		1.00			1.00			0.98	1.00		0.99	
Satd. Flow (prot)		4259			4254			1530	1330		1384	
Flt Permitted		0.93			0.87			0.90	1.00		0.95	
Satd. Flow (perm)		3970			3712			1414	1330		1332	
Volume (vph)	10	1066	11	24	674	6	9	11	29	13	0	48
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)	11	1159	12	26	733	7	10	12	32	14	0	52
RTOR Reduction (vph)	0	1	0	0	1	0	0	0	25	0	41	0
Lane Group Flow (vph)	0	1181	0	0	765	0	0	22	7	0	25	0
Confl. Peds. (#/hr)	17		31	31		17						
Turn Type	Perm			Perm			Perm		Perm	Perm		
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4		4	8		
Actuated Green, G (s)		70.0			70.0			20.0	20.0		20.0	
Effective Green, g (s)		71.0			71.0			21.0	21.0		21.0	
Actuated g/C Ratio		0.71			0.71			0.21	0.21		0.21	
Clearance Time (s)		5.0			5.0			5.0	5.0		5.0	
Lane Grp Cap (vph)		2819			2636			297	279		280	
v/s Ratio Prot												
v/s Ratio Perm		c0.30			0.21			0.02	0.01		c0.02	
v/c Ratio		0.42			0.29			0.07	0.02		0.09	
Uniform Delay, d1		6.0			5.3			31.7	31.4		31.8	
Progression Factor		0.19			1.99			0.99	0.98		1.00	
Incremental Delay, d2		0.4			0.3			0.5	0.2		0.6	
Delay (s)		1.5			10.8			31.8	31.0		32.4	
Level of Service		A			B			C	C		C	
Approach Delay (s)		1.5			10.8			31.3			32.4	
Approach LOS		A			B			C			C	

Intersection Summary		
HCM Average Control Delay	6.7	HCM Level of Service
HCM Volume to Capacity ratio	0.34	A
Actuated Cycle Length (s)	100.0	Sum of lost time (s)
Intersection Capacity Utilization	51.6%	8.0
Analysis Period (min)	15	ICU Level of Service
		A
c Critical Lane Group		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔↔			↔↔↔			↑	↗		↑	↗
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	99	875	146	25	618	47	1	4	27	1	9	11
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
Hourly flow rate (vph)	108	951	159	27	672	51	1	4	29	1	10	12
Pedestrians								55			83	
Lane Width (ft)								10.0			10.0	
Walking Speed (ft/s)								4.0			4.0	
Percent Blockage								4			6	
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)		214			244							
pX, platoon unblocked	0.99			0.90			0.91	0.91	0.90	0.91	0.91	0.99
vC, conflicting volume	806			1165			1596	2161	451	1398	2215	332
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	782			968			1400	2022	178	1183	2082	303
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	86			96			98	89	96	99	73	98
cM capacity (veh/h)	775			615			55	39	725	88	36	646
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1	SB 2		
Volume Total	345	476	396	195	336	219	5	29	11	12		
Volume Left	108	0	0	27	0	0	1	0	1	0		
Volume Right	0	0	159	0	0	51	0	29	0	12		
cSH	775	1700	1700	615	1700	1700	41	725	38	646		
Volume to Capacity	0.14	0.28	0.23	0.04	0.20	0.13	0.13	0.04	0.29	0.02		
Queue Length 95th (ft)	12	0	0	3	0	0	10	3	24	1		
Control Delay (s)	4.4	0.0	0.0	2.0	0.0	0.0	105.1	10.2	134.5	10.7		
Lane LOS	A			A			F	B	F	B		
Approach Delay (s)	1.2			0.5			25.0		69.7			
Approach LOS							D		F			

Intersection Summary												
Average Delay				2.2								
Intersection Capacity Utilization			53.9%		ICU Level of Service				A			
Analysis Period (min)			15									















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
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)		3.0			3.0			3.0			3.0	
Lane Util. Factor		0.91			0.91			0.95			0.95	
Frbp, ped/bikes		1.00			0.98			0.99			0.99	
Flpb, ped/bikes		1.00			1.00			1.00			0.99	
Frt		0.98			0.98			0.98			0.96	
Flt Protected		1.00			0.99			0.99			0.99	
Satd. Flow (prot)		4454			4391			2931			2762	
Flt Permitted		0.77			0.67			0.84			0.86	
Satd. Flow (perm)		3435			2958			2501			2408	
Volume (vph)	79	682	85	162	576	85	43	110	26	34	91	46
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
Adj. Flow (vph)	88	758	94	180	640	94	48	122	29	38	101	51
RTOR Reduction (vph)	0	14	0	0	14	0	0	14	0	0	37	0
Lane Group Flow (vph)	0	927	0	0	900	0	0	185	0	0	153	0
Confl. Peds. (#/hr)	75		13	13		75	8		23	23		8
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	6%	6%	6%	2%	2%	2%
Parking (#/hr)										10	10	10
Turn Type	Perm			pm+pt			Perm			Perm		
Protected Phases		4		3	4 3			2				6
Permitted Phases	4			4 3			2			6		
Actuated Green, G (s)		48.0			65.0			21.0			21.0	
Effective Green, g (s)		50.0			67.0			24.0			24.0	
Actuated g/C Ratio		0.50			0.67			0.24			0.24	
Clearance Time (s)		5.0						6.0			6.0	
Lane Grp Cap (vph)		1718			2225			600			578	
v/s Ratio Prot					c0.07							
v/s Ratio Perm		c0.27			0.20			c0.07			0.06	
v/c Ratio		0.54			0.40			0.31			0.26	
Uniform Delay, d1		17.1			7.5			31.2			30.8	
Progression Factor		1.17			1.00			0.85			1.00	
Incremental Delay, d2		1.1			0.5			1.3			1.1	
Delay (s)		21.2			8.0			28.0			32.0	
Level of Service		C			A			C			C	
Approach Delay (s)		21.2			8.0			28.0			32.0	
Approach LOS		C			A			C			C	

Intersection Summary			
HCM Average Control Delay	17.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	77.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

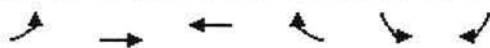


													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations					↑	↗		↑↑↑	↗		↑↑↑	↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)					4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor					1.00	1.00		0.91	1.00		0.91	1.00	
Fr <sub>t</sub>					1.00	0.85		1.00	0.85		1.00	0.85	
Flt Protected					1.00	1.00		1.00	1.00		1.00	1.00	
Satd. Flow (prot)					1739	1478		4746	1478		4746	1478	
Flt Permitted					1.00	1.00		1.00	1.00		1.00	1.00	
Satd. Flow (perm)					1739	1478		4746	1478		4746	1478	
Volume (vph)	0	0	0	0	7	64	0	3112	360	0	1806	8	
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)	0	0	0	0	8	70	0	3383	391	0	1963	9	
RTOR Reduction (vph)	0	0	0	0	0	3	0	0	78	0	0	2	
Lane Group Flow (vph)	0	0	0	0	8	67	0	3383	313	0	1963	7	
Turn Type						Perm			Perm			Perm	
Protected Phases					8			2			6		
Permitted Phases						8			2			6	
Actuated Green, G (s)					15.0	15.0		95.0	95.0		95.0	95.0	
Effective Green, g (s)					16.0	16.0		96.0	96.0		96.0	96.0	
Actuated g/C Ratio					0.13	0.13		0.80	0.80		0.80	0.80	
Clearance Time (s)					5.0	5.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)					232	197		3797	1182		3797	1182	
v/s Ratio Prot					0.00			c0.71			0.41		
v/s Ratio Perm						c0.05			0.21			0.00	
v/c Ratio					0.03	0.34		0.89	0.26		0.52	0.01	
Uniform Delay, d <sub>1</sub>					45.3	47.2		8.4	3.0		4.1	2.4	
Progression Factor					1.00	1.00		1.00	1.00		0.38	0.25	
Incremental Delay, d <sub>2</sub>					0.3	4.7		3.6	0.5		0.5	0.0	
Delay (s)					45.6	51.9		12.0	3.6		2.0	0.6	
Level of Service					D	D		B	A		A	A	
Approach Delay (s)		0.0			51.2			11.1			2.0		
Approach LOS		A			D			B			A		
<b>Intersection Summary</b>													
HCM Average Control Delay			8.6		HCM Level of Service					A			
HCM Volume to Capacity ratio			0.81										
Actuated Cycle Length (s)			120.0		Sum of lost time (s)					8.0			
Intersection Capacity Utilization			70.8%		ICU Level of Service					C			
Analysis Period (min)			15										
c Critical Lane Group													



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↘	↗
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	55	298	82	6	4	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	60	324	89	7	4	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)		240	690			
pX, platoon unblocked						
vC, conflicting volume	96			374	48	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	96			374	48	
tC, single (s)	4.1			6.8	6.9	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	96			99	100	
cM capacity (veh/h)	1496			576	1011	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	168	216	59	36	4	4
Volume Left	60	0	0	0	4	0
Volume Right	0	0	0	7	0	4
cSH	1496	1700	1700	1700	576	1011
Volume to Capacity	0.04	0.13	0.03	0.02	0.01	0.00
Queue Length 95th (ft)	3	0	0	0	1	0
Control Delay (s)	2.9	0.0	0.0	0.0	11.3	8.6
Lane LOS	A				B	A
Approach Delay (s)	1.3		0.0		9.9	
Approach LOS					A	

Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			24.2%	ICU Level of Service	A	
Analysis Period (min)	15					



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↗	↖
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	29	275	87	23	11	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	32	299	95	25	12	7
Pedestrians					2	
Lane Width (ft)					10.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)		464	466			
pX, platoon unblocked						
vC, conflicting volume	122				322	62
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	122				322	62
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				98	99
cM capacity (veh/h)	1462				632	989

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	131	199	63	57	12	7
Volume Left	32	0	0	0	12	0
Volume Right	0	0	0	25	0	7
cSH	1462	1700	1700	1700	632	989
Volume to Capacity	0.02	0.12	0.04	0.03	0.02	0.01
Queue Length 95th (ft)	2	0	0	0	1	0
Control Delay (s)	1.9	0.0	0.0	0.0	10.8	8.7
Lane LOS	A				B	A
Approach Delay (s)	0.8		0.0		10.0	
Approach LOS					B	

Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization		22.7%		ICU Level of Service		A
Analysis Period (min)		15				



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	
Lane Util. Factor		0.95			0.95			0.95			0.95	
Frb, ped/bikes		1.00			1.00			0.98			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			0.99	
Frt		0.91			0.92			0.97			0.98	
Flt Protected		0.99			0.99			0.99			0.99	
Satd. Flow (prot)		2663			2731			2801			2867	
Flt Permitted		0.88			0.92			0.84			0.84	
Satd. Flow (perm)		2374			2534			2383			2446	
Volume (vph)	47	37	144	6	22	29	40	128	48	65	238	37
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)	51	40	157	7	24	32	43	139	52	71	259	40
RTOR Reduction (vph)	0	116	0	0	24	0	0	18	0	0	9	0
Lane Group Flow (vph)	0	132	0	0	39	0	0	216	0	0	361	0
Confl. Peds. (#/hr)							5		31	31		5
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		25.0			25.0			65.0			65.0	
Effective Green, g (s)		26.0			26.0			66.0			66.0	
Actuated g/C Ratio		0.26			0.26			0.66			0.66	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Lane Grp Cap (vph)		617			659			1573			1614	
v/s Ratio Prot												
v/s Ratio Perm		c0.06			0.02			0.09			c0.15	
v/c Ratio		0.21			0.06			0.14			0.22	
Uniform Delay, d1		29.0			27.8			6.4			6.8	
Progression Factor		1.00			1.00			1.00			0.92	
Incremental Delay, d2		0.8			0.2			0.2			0.3	
Delay (s)		29.8			28.0			6.5			6.5	
Level of Service		C			C			A			A	
Approach Delay (s)		29.8			28.0			6.5			6.5	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM Average Control Delay	14.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.22		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	47.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↗	↗
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	103	181	35	63	49	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	112	197	38	68	53	80
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)		689	241			
pX, platoon unblocked						
vC, conflicting volume	107				395	53
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	107				395	53
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	92				90	92
cM capacity (veh/h)	1482				538	1003

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	178	131	25	81	53	80
Volume Left	112	0	0	0	53	0
Volume Right	0	0	0	68	0	80
cSH	1482	1700	1700	1700	538	1003
Volume to Capacity	0.08	0.08	0.01	0.05	0.10	0.08
Queue Length 95th (ft)	6	0	0	0	8	7
Control Delay (s)	5.0	0.0	0.0	0.0	12.4	8.9
Lane LOS	A				B	A
Approach Delay (s)	2.9		0.0		10.3	
Approach LOS					B	

Intersection Summary						
Average Delay			4.1			
Intersection Capacity Utilization			22.4%		ICU Level of Service	A
Analysis Period (min)			15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T	T	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	28	78	161	8	9	171
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	30	85	175	9	10	186

Pedestrians

Lane Width (ft)

Walking Speed (ft/s)

Percent Blockage

Right turn flare (veh)

Median type None

Median storage veh

Upstream signal (ft)










pX, platoon unblocked

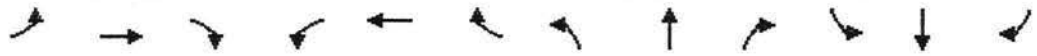
vC, conflicting volume	461	103	196
vC1, stage 1 conf vol			
vC2, stage 2 conf vol			
vCu, unblocked vol	461	103	196
tC, single (s)	6.4	6.2	4.1
tC, 2 stage (s)			
tF (s)	3.5	3.3	2.2
p0 queue free %	94	91	87
cM capacity (veh/h)	487	952	1377

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	115	184	196
Volume Left	30	175	0
Volume Right	85	0	186
cSH	761	1377	1700
Volume to Capacity	0.15	0.13	0.12
Queue Length 95th (ft)	13	11	0
Control Delay (s)	10.6	7.7	0.0
Lane LOS	B	A	
Approach Delay (s)	10.6	7.7	0.0
Approach LOS	B		

Intersection Summary

Average Delay		5.3	
Intersection Capacity Utilization		36.7%	ICU Level of Service A
Analysis Period (min)		15	

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	8	44	4	161	9	78
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	48	4	175	10	85
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	236	52	95			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	236	52	95			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	95	100			
cM capacity (veh/h)	750	1015	1499			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	57	179	95			
Volume Left	9	4	0			
Volume Right	48	0	85			
cSH	963	1499	1700			
Volume to Capacity	0.06	0.00	0.06			
Queue Length 95th (ft)	5	0	0			
Control Delay (s)	9.0	0.2	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.0	0.2	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization		21.7%		ICU Level of Service		A
Analysis Period (min)			15			



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
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)		3.0			3.0		3.0	3.0				
Lane Util. Factor		0.91			0.91		0.95	0.95				
Frt		1.00			0.99		1.00	0.98				
Flt Protected		1.00			1.00		0.95	0.97				
Satd. Flow (prot)		4563			4521		1513	1511				
Flt Permitted		0.86			1.00		0.95	0.97				
Satd. Flow (perm)		3950			4521		1513	1511				
Volume (vph)	61	962	0	0	553	49	1327	131	88	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
Adj. Flow (vph)	68	1069	0	0	614	54	1474	146	98	0	0	0
RTOR Reduction (vph)	0	0	0	0	10	0	0	5	0	0	0	0
Lane Group Flow (vph)	0	1137	0	0	658	0	861	852	0	0	0	0
Turn Type	D.P+P						Split					
Protected Phases	7	5			5		2	2				
Permitted Phases	5											
Actuated Green, G (s)		44.0			18.0		41.0	41.0				
Effective Green, g (s)		48.0			20.0		43.0	43.0				
Actuated g/C Ratio		0.48			0.20		0.43	0.43				
Clearance Time (s)					5.0		5.0	5.0				
Lane Grp Cap (vph)		2068			904		651	650				
v/s Ratio Prot		c0.15			c0.15		c0.57	0.56				
v/s Ratio Perm		0.11										
v/c Ratio		0.55			0.73		1.32	1.31				
Uniform Delay, d1		18.4			37.4		28.5	28.5				
Progression Factor		0.08			0.66		1.00	1.00				
Incremental Delay, d2		0.7			5.0		155.7	151.0				
Delay (s)		2.1			29.8		184.2	179.5				
Level of Service		A			C		F	F				
Approach Delay (s)		2.1			29.8			181.9			0.0	
Approach LOS		A			C			F			A	

Intersection Summary			
HCM Average Control Delay	95.0	HCM Level of Service	F
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	92.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



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
Lane Util. Factor		1.00	1.00		1.00	1.00		0.91			0.91	1.00
Frbp, ped/bikes		1.00	0.97		1.00	0.98		1.00			1.00	0.96
Flpb, ped/bikes		1.00	1.00		1.00	1.00		1.00			1.00	1.00
Frt		1.00	0.85		1.00	0.85		1.00			1.00	0.85
Flt Protected		0.99	1.00		1.00	1.00		1.00			1.00	1.00
Satd. Flow (prot)		1539	1290		1565	1297		4250			4272	1283
Flt Permitted		0.88	1.00		1.00	1.00		1.00			1.00	1.00
Satd. Flow (perm)		1370	1290		1565	1297		4250			4272	1283
Volume (vph)	66	177	433	0	117	224	0	1667	50	0	2219	67
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)	72	192	471	0	127	243	0	1812	54	0	2412	73
RTOR Reduction (vph)	0	0	4	0	0	18	0	3	0	0	0	22
Lane Group Flow (vph)	0	264	467	0	127	225	0	1863	0	0	2412	51
Confl. Peds. (#/hr)	12		17			12			8			21
Turn Type	Perm		Perm			Perm						Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4			8						6
Actuated Green, G (s)		32.0	32.0		32.0	32.0		77.0			77.0	77.0
Effective Green, g (s)		33.0	33.0		33.0	33.0		79.0			79.0	79.0
Actuated g/C Ratio		0.28	0.28		0.28	0.28		0.66			0.66	0.66
Clearance Time (s)		5.0	5.0		5.0	5.0		6.0			6.0	6.0
Lane Grp Cap (vph)		377	355		430	357		2798			2812	845
v/s Ratio Prot					0.08			0.44			c0.56	
v/s Ratio Perm		0.19	c0.36			0.17						0.04
v/c Ratio		0.70	1.31		0.30	0.63		0.67			0.86	0.06
Uniform Delay, d1		39.1	43.5		34.3	38.1		12.5			16.1	7.3
Progression Factor		1.00	1.00		1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2		10.4	160.2		1.7	8.2		1.3			3.7	0.1
Delay (s)		49.4	203.7		36.1	46.3		13.7			19.7	7.4
Level of Service		D	F		D	D		B			B	A
Approach Delay (s)		148.3			42.8			13.7			19.4	
Approach LOS		F			D			B			B	

Intersection Summary			
HCM Average Control Delay	36.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	85.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



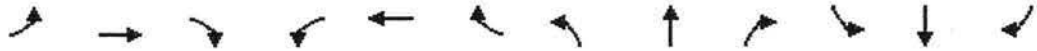
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑		↑↑↑					↑	↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)		3.0	3.0		3.0					3.0	3.0	
Lane Util. Factor		0.91	1.00		0.91					0.95	0.95	
Fr <sub>t</sub>		1.00	0.85		1.00					1.00	0.98	
Fl <sub>t</sub> Protected		1.00	1.00		0.99					0.95	0.99	
Satd. Flow (prot)		4577	1425		4551					1513	1546	
Fl <sub>t</sub> Permitted		1.00	1.00		0.70					0.95	0.99	
Satd. Flow (perm)		4577	1425		3189					1513	1546	
Volume (vph)	0	906	800	105	835	0	0	0	0	357	178	31
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
Adj. Flow (vph)	0	1007	889	117	928	0	0	0	0	397	198	34
RTOR Reduction (vph)	0	0	548	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	1007	341	0	1045	0	0	0	0	308	317	0
Turn Type			Perm D.P+P							Split		
Protected Phases		4		3	3 4					6	6	
Permitted Phases			4	4								
Actuated Green, G (s)		18.0	18.0		59.0					26.0	26.0	
Effective Green, g (s)		20.0	20.0		63.0					28.0	28.0	
Actuated g/C Ratio		0.20	0.20		0.63					0.28	0.28	
Clearance Time (s)		5.0	5.0							5.0	5.0	
Lane Grp Cap (vph)		915	285		2595					424	433	
v/s Ratio Prot		0.22			c0.17					0.20	c0.20	
v/s Ratio Perm			c0.24		0.08							
v/c Ratio		1.10	1.20		0.40					0.73	0.73	
Uniform Delay, d1		40.0	40.0		9.2					32.5	32.6	
Progression Factor		1.00	1.00		0.29					1.00	1.00	
Incremental Delay, d2		61.2	117.4		0.3					10.4	10.4	
Delay (s)		101.2	157.4		3.0					42.9	43.0	
Level of Service		F	F		A					D	D	
Approach Delay (s)		127.5			3.0			0.0			43.0	
Approach LOS		F			A			A			D	

Intersection Summary		
HCM Average Control Delay	76.2	HCM Level of Service E
HCM Volume to Capacity ratio	0.68	
Actuated Cycle Length (s)	100.0	Sum of lost time (s) 9.0
Intersection Capacity Utilization	102.6%	ICU Level of Service G
Analysis Period (min)	15	
c Critical Lane Group		

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑	↘	↗
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	1226	6	3	711	1	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1333	7	3	773	1	18
Pedestrians					47	
Lane Width (ft)					10.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					3	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)	188			222		
pX, platoon unblocked			0.79		0.81	0.79
vC, conflicting volume			1386		1647	494
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			945		1058	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	98
cM capacity (veh/h)			548		171	824

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2
Volume Total	533	533	273	158	309	309	1	18
Volume Left	0	0	0	3	0	0	1	0
Volume Right	0	0	7	0	0	0	0	18
cSH	1700	1700	1700	548	1700	1700	171	824
Volume to Capacity	0.31	0.31	0.16	0.01	0.18	0.18	0.01	0.02
Queue Length 95th (ft)	0	0	0	0	0	0	0	2
Control Delay (s)	0.0	0.0	0.0	0.3	0.0	0.0	26.1	9.5
Lane LOS				A			D	A
Approach Delay (s)	0.0			0.1			10.4	
Approach LOS							B	

Intersection Summary		
Average Delay		0.1
Intersection Capacity Utilization	36.5%	ICU Level of Service A
Analysis Period (min)		15



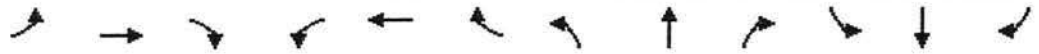
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕↕			↕↕↕			↕	↗		↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	43	1212	11	9	712	16	33	29	16	6	5	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	47	1317	12	10	774	17	36	32	17	7	5	58
Pedestrians								47			39	
Lane Width (ft)								10.0			10.0	
Walking Speed (ft/s)								4.0			4.0	
Percent Blockage								3			3	
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)		410										
pX, platoon unblocked	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
vC, conflicting volume	0			0			0	0	0	0	0	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			0			0	0	0	0	0	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	0			0			0	0	0	0	0	0
cM capacity (veh/h)	0			0			0	0	0	0	0	0
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1			
Volume Total	376	659	341	203	387	211	67	17	70			
Volume Left	47	0	0	10	0	0	36	0	7			
Volume Right	0	0	12	0	0	17	0	17	58			
cSH	0	0	0	0	0	0	0	0	0			
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	0			
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Lane LOS	A			A			A	A	A			
Approach Delay (s)	0.0			0.0			0.0		0.0			
Approach LOS							A		A			

Intersection Summary													
Average Delay			0.0										
Intersection Capacity Utilization			63.6%	ICU Level of Service							B		
Analysis Period (min)			15										


















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	
Lane Util. Factor		0.91			0.91			1.00	1.00		1.00	
Frbp, ped/bikes		1.00			1.00			1.00	1.00		1.00	
Flpb, ped/bikes		1.00			1.00			1.00	1.00		1.00	
Frft		1.00			1.00			1.00	0.85		0.89	
Flt Protected		1.00			1.00			0.97	1.00		1.00	
Satd. Flow (prot)		4250			4242			1524	1330		1383	
Flt Permitted		0.88			0.92			0.85	1.00		0.98	
Satd. Flow (perm)		3729			3893			1325	1330		1361	
Volume (vph)	43	1212	11	9	712	16	33	29	16	6	5	53
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	1317	12	10	774	17	36	32	17	7	5	58
RTOR Reduction (vph)	0	1	0	0	2	0	0	0	13	0	44	0
Lane Group Flow (vph)	0	1375	0	0	799	0	0	68	4	0	27	0
Confl. Peds. (#/hr)	39		47	47		39						
Turn Type	Perm			Perm			Perm		Perm	Perm		
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4		4	8		
Actuated Green, G (s)		66.0			66.0			24.0	24.0		24.0	
Effective Green, g (s)		67.0			67.0			25.0	25.0		25.0	
Actuated g/C Ratio		0.67			0.67			0.25	0.25		0.25	
Clearance Time (s)		5.0			5.0			5.0	5.0		5.0	
Lane Grp Cap (vph)		2498			2608			331	333		340	
v/s Ratio Prot												
v/s Ratio Perm		c0.37			0.21			c0.05	0.00		0.02	
v/c Ratio		0.55			0.31			0.21	0.01		0.08	
Uniform Delay, d1		8.6			6.9			29.6	28.2		28.7	
Progression Factor		0.18			0.62			1.02	1.05		1.00	
Incremental Delay, d2		0.7			0.3			1.4	0.1		0.4	
Delay (s)		2.3			4.5			31.7	29.8		29.1	
Level of Service		A			A			C	C		C	
Approach Delay (s)		2.3			4.5			31.4			29.1	
Approach LOS		A			A			C			C	

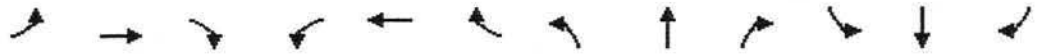
Intersection Summary			
HCM Average Control Delay	4.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕↕			↕↕↕			↕	↗		↕	↗
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	12	1107	131	22	656	3	11	9	94	0	9	18
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
Hourly flow rate (vph)	13	1203	142	24	713	3	12	10	102	0	10	20
Pedestrians								25			4	
Lane Width (ft)								10.0			10.0	
Walking Speed (ft/s)								4.0			4.0	
Percent Blockage								2			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)		214			244							
pX, platoon unblocked	0.95			0.86			0.88	0.88	0.86	0.88	0.88	0.95
vC, conflicting volume	720			1371			1636	2094	497	1301	2163	243
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	612			1101			1218	1738	83	838	1817	112
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			95			88	86	87	100	84	98
cM capacity (veh/h)	917			531			96	70	809	167	63	875
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1	SB 2		
Volume Total	314	602	443	202	357	182	22	102	10	20		
Volume Left	13	0	0	24	0	0	12	0	0	0		
Volume Right	0	0	142	0	0	3	0	102	0	20		
cSH	917	1700	1700	531	1700	1700	82	809	63	875		
Volume to Capacity	0.01	0.35	0.26	0.05	0.21	0.11	0.26	0.13	0.16	0.02		
Queue Length 95th (ft)	1	0	0	4	0	0	24	11	13	2		
Control Delay (s)	0.5	0.0	0.0	2.0	0.0	0.0	63.9	10.1	72.9	9.2		
Lane LOS	A			A			F	B	F	A		
Approach Delay (s)	0.1			0.5			19.5		30.4			
Approach LOS							C		D			

Intersection Summary												
Average Delay			1.7									
Intersection Capacity Utilization		51.2%			ICU Level of Service				A			
Analysis Period (min)			15									

												
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
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)		3.0			3.0			3.0			3.0	
Lane Util. Factor		0.91			0.91			0.95			0.95	
Frbp, ped/bikes		1.00			0.99			0.99			0.99	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.99			0.99			0.94			0.96	
Flt Protected		1.00			1.00			0.99			0.99	
Satd. Flow (prot)		4508			4476			2829			2767	
Flt Permitted		0.88			0.82			0.81			0.83	
Satd. Flow (perm)		3977			3688			2318			2331	
Volume (vph)	46	1050	62	36	502	44	88	111	115	35	84	48
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
Adj. Flow (vph)	51	1167	69	40	558	49	98	123	128	39	93	53
RTOR Reduction (vph)	0	6	0	0	9	0	0	82	0	0	36	0
Lane Group Flow (vph)	0	1281	0	0	638	0	0	267	0	0	149	0
Confl. Peds. (#/hr)	47		30	30		47	8		3	3		8
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	6%	6%	6%	2%	2%	2%
Parking (#/hr)										10	10	10
Turn Type	Perm			pm+pt			Perm			Perm		
Protected Phases		4		3	4 3			2				6
Permitted Phases	4			4 3			2			6		
Actuated Green, G (s)		49.0			56.0			30.0				30.0
Effective Green, g (s)		51.0			58.0			33.0				33.0
Actuated g/C Ratio		0.51			0.58			0.33				0.33
Clearance Time (s)		5.0						6.0				6.0
Lane Grp Cap (vph)		2028			2194			765				769
v/s Ratio Prot					c0.02							
v/s Ratio Perm		c0.32			0.15			c0.12				0.06
v/c Ratio		0.63			0.29			0.35				0.19
Uniform Delay, d1		17.7			10.6			25.4				24.0
Progression Factor		0.28			1.00			0.68				1.00
Incremental Delay, d2		1.3			0.3			1.2				0.6
Delay (s)		6.3			10.9			18.6				24.5
Level of Service		A			B			B				C
Approach Delay (s)		6.3			10.9			18.6				24.5
Approach LOS		A			B			B				C
<b>Intersection Summary</b>												
HCM Average Control Delay			10.6			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			9.0			
Intersection Capacity Utilization			78.6%			ICU Level of Service				D		
Analysis Period (min)			15									
c Critical Lane Group												



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
Lane Util. Factor					1.00	1.00		0.91	1.00		0.91	1.00
Frt					1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected					1.00	1.00		1.00	1.00		1.00	1.00
Satd. Flow (prot)					1739	1478		4746	1478		4746	1478
Flt Permitted					1.00	1.00		1.00	1.00		1.00	1.00
Satd. Flow (perm)					1739	1478		4746	1478		4746	1478
Volume (vph)	0	0	0	0	42	149	0	1598	146	0	2902	9
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)	0	0	0	0	46	162	0	1737	159	0	3154	10
RTOR Reduction (vph)	0	0	0	0	0	62	0	0	25	0	0	2
Lane Group Flow (vph)	0	0	0	0	46	100	0	1737	134	0	3154	8
Turn Type						Perm			Perm			Perm
Protected Phases					8			2			6	
Permitted Phases						8			2			6
Actuated Green, G (s)					15.0	15.0		125.0	125.0		125.0	125.0
Effective Green, g (s)					16.0	16.0		126.0	126.0		126.0	126.0
Actuated g/C Ratio					0.11	0.11		0.84	0.84		0.84	0.84
Clearance Time (s)					5.0	5.0		5.0	5.0		5.0	5.0
Lane Grp Cap (vph)					185	158		3987	1242		3987	1242
v/s Ratio Prot					0.03			0.37			c0.66	
v/s Ratio Perm						c0.07			0.09			0.01
v/c Ratio					0.25	0.64		0.44	0.11		0.79	0.01
Uniform Delay, d1					61.5	64.2		3.0	2.1		5.7	1.9
Progression Factor					1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2					3.2	17.9		0.3	0.2		1.7	0.0
Delay (s)					64.7	82.1		3.4	2.3		7.4	1.9
Level of Service					E	F		A	A		A	A
Approach Delay (s)		0.0			78.2			3.3			7.4	
Approach LOS		A			E			A			A	

Intersection Summary

HCM Average Control Delay	8.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group





















Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↗	↗
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	18	170	203	0	2	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	185	221	0	2	3
Pedestrians					3	
Lane Width (ft)					10.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)		240	690			
pX, platoon unblocked						
vC, conflicting volume	224				355	113
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	224				355	113
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	100
cM capacity (veh/h)	1340				606	916
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	81	123	147	74	2	3
Volume Left	20	0	0	0	2	0
Volume Right	0	0	0	0	0	3
cSH	1340	1700	1700	1700	606	916
Volume to Capacity	0.01	0.07	0.09	0.04	0.00	0.00
Queue Length 95th (ft)	1	0	0	0	0	0
Control Delay (s)	2.0	0.0	0.0	0.0	11.0	8.9
Lane LOS	A				B	A
Approach Delay (s)	0.8		0.0		9.8	
Approach LOS					A	

Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			26.0%		ICU Level of Service	A
Analysis Period (min)			15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↗	↖
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	24	148	194	49	10	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	161	211	53	11	8
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)		464	466			
pX, platoon unblocked						
vC, conflicting volume	264				370	132
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	264				370	132
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				98	99
cM capacity (veh/h)	1297				591	893
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>WB 1</b>	<b>WB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	80	107	141	124	11	8
Volume Left	26	0	0	0	11	0
Volume Right	0	0	0	53	0	8
cSH	1297	1700	1700	1700	591	893
Volume to Capacity	0.02	0.06	0.08	0.07	0.02	0.01
Queue Length 95th (ft)	2	0	0	0	1	1
Control Delay (s)	2.7	0.0	0.0	0.0	11.2	9.1
Lane LOS	A				B	A
Approach Delay (s)	1.1		0.0		10.3	
Approach LOS					B	
<b>Intersection Summary</b>						
Average Delay			0.9			
Intersection Capacity Utilization			26.3%	ICU Level of Service	A	
Analysis Period (min)			15			

												
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	
Lane Util. Factor		0.95			0.95			0.95			0.95	
Frbp, ped/bikes		1.00			1.00			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Fr <sub>t</sub>		0.91			0.94			0.99			0.98	
Fl <sub>t</sub> Protected		0.98			0.99			0.99			1.00	
Satd. Flow (prot)		2665			2763			2919			2884	
Fl <sub>t</sub> Permitted		0.80			0.81			0.88			0.95	
Satd. Flow (perm)		2160			2265			2604			2738	
Volume (vph)	74	22	142	48	58	66	30	130	7	6	146	29
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)	80	24	154	52	63	72	33	141	8	7	159	32
RTOR Reduction (vph)	0	114	0	0	53	0	0	3	0	0	11	0
Lane Group Flow (vph)	0	144	0	0	134	0	0	179	0	0	187	0
Confl. Peds. (#/hr)							5		9	9		5
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		25.0			25.0			65.0			65.0	
Effective Green, g (s)		26.0			26.0			66.0			66.0	
Actuated g/C Ratio		0.26			0.26			0.66			0.66	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Lane Grp Cap (vph)		562			589			1719			1807	
v/s Ratio Prot												
v/s Ratio Perm		c0.07			0.06			c0.07			0.07	
v/c Ratio		0.26			0.23			0.10			0.10	
Uniform Delay, d1		29.3			29.1			6.2			6.2	
Progression Factor		1.00			1.00			1.00			1.05	
Incremental Delay, d2		1.1			0.9			0.1			0.1	
Delay (s)		30.4			30.0			6.3			6.6	
Level of Service		C			C			A			A	
Approach Delay (s)		30.4			30.0			6.3			6.6	
Approach LOS		C			C			A			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			19.3									B
HCM Volume to Capacity ratio			0.15									
Actuated Cycle Length (s)			100.0									8.0
Intersection Capacity Utilization			51.9%									A
Analysis Period (min)			15									
c Critical Lane Group												



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↗	↗
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	81	77	68	50	160	168
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	88	84	74	54	174	183
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)		680	250			
pX, platoon unblocked						
vC, conflicting volume	128				319	64
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	128				319	64
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				71	81
cM capacity (veh/h)	1455				610	987
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	116	56	49	79	174	183
Volume Left	88	0	0	0	174	0
Volume Right	0	0	0	54	0	183
cSH	1455	1700	1700	1700	610	987
Volume to Capacity	0.06	0.03	0.03	0.05	0.29	0.19
Queue Length 95th (ft)	5	0	0	0	29	17
Control Delay (s)	5.9	0.0	0.0	0.0	13.2	9.5
Lane LOS	A				B	A
Approach Delay (s)	4.0		0.0		11.3	
Approach LOS					B	

Intersection Summary						
Average Delay			7.2			
Intersection Capacity Utilization			26.7%		ICU Level of Service	A
Analysis Period (min)			15			





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖ ↗			↖ ↗	↖ ↗	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	128	311	118	3	28	127
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	139	338	128	3	30	138
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	359	99	168			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	359	99	168			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	76	65	91			
cM capacity (veh/h)	581	956	1409			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	477	132	168
Volume Left	139	128	0
Volume Right	338	0	138
cSH	805	1409	1700
Volume to Capacity	0.59	0.09	0.10
Queue Length 95th (ft)	100	7	0
Control Delay (s)	15.8	7.6	0.0
Lane LOS	C	A	
Approach Delay (s)	15.8	7.6	0.0
Approach LOS	C		

Intersection Summary			
Average Delay		11.0	
Intersection Capacity Utilization		52.2%	ICU Level of Service A
Analysis Period (min)		15	

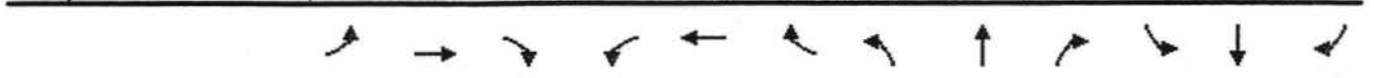


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	3	18	13	118	311	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	20	14	128	338	30
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	510	353	368			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	510	353	368			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	97	99			
cM capacity (veh/h)	517	690	1190			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	23	142	368			
Volume Left	3	14	0			
Volume Right	20	0	30			
cSH	659	1190	1700			
Volume to Capacity	0.03	0.01	0.22			
Queue Length 95th (ft)	3	1	0			
Control Delay (s)	10.7	0.9	0.0			
Lane LOS	B	A				
Approach Delay (s)	10.7	0.9	0.0			
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			0.7			
Intersection Capacity Utilization			28.1%	ICU Level of Service	A	
Analysis Period (min)			15			

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
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)		3.0			3.0		3.0	3.0				
Lane Util. Factor		0.91			0.91		0.95	0.95				
Fr <sub>t</sub>		1.00			0.97		1.00	0.95				
Fl <sub>t</sub> Protected		1.00			1.00		0.95	0.99				
Satd. Flow (prot)		4569			4426		1513	1489				
Fl <sub>t</sub> Permitted		0.91			1.00		0.95	0.99				
Satd. Flow (perm)		4177			4426		1513	1489				
Volume (vph)	43	1220	0	0	544	153	396	130	116	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
Adj. Flow (vph)	48	1356	0	0	604	170	440	144	129	0	0	0
RTOR Reduction (vph)	0	0	0	0	51	0	0	14	0	0	0	0
Lane Group Flow (vph)	0	1404	0	0	723	0	357	342	0	0	0	0
Turn Type	D.P+P						Split					
Protected Phases	7	5			5		2	2				
Permitted Phases	5											
Actuated Green, G (s)		44.0			18.0		41.0	41.0				
Effective Green, g (s)		48.0			20.0		43.0	43.0				
Actuated g/C Ratio		0.48			0.20		0.43	0.43				
Clearance Time (s)					5.0		5.0	5.0				
Lane Grp Cap (vph)		2115			885		651	640				
v/s Ratio Prot		c0.19			c0.16		c0.24	0.23				
v/s Ratio Perm		0.13										
v/c Ratio		0.66			0.82		0.55	0.53				
Uniform Delay, d1		19.8			38.2		21.3	21.1				
Progression Factor		0.16			0.74		1.00	1.00				
Incremental Delay, d2		0.4			8.0		3.3	3.2				
Delay (s)		3.6			36.4		24.6	24.3				
Level of Service		A			D		C	C				
Approach Delay (s)		3.6			36.4			24.4			0.0	
Approach LOS		A			D			C			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			17.5				HCM Level of Service		B			
HCM Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)		9.0			
Intersection Capacity Utilization			72.5%				ICU Level of Service		C			
Analysis Period (min)			15									
c Critical Lane Group												

## Appendix E

### Background Future Intersection Capacity Analyses 2014



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
Lane Util. Factor		1.00	1.00		1.00	1.00		0.91			0.91	1.00
Frbp, ped/bikes		1.00	0.95		1.00	0.97		1.00			1.00	0.97
Flpb, ped/bikes		1.00	1.00		1.00	1.00		1.00			1.00	1.00
Frt		1.00	0.85		1.00	0.85		1.00			1.00	0.85
Flt Protected		0.98	1.00		1.00	1.00		1.00			1.00	1.00
Satd. Flow (prot)		1522	1269		1565	1294		4266			4272	1288
Flt Permitted		0.41	1.00		1.00	1.00		1.00			1.00	1.00
Satd. Flow (perm)		640	1269		1565	1294		4266			4272	1288
Volume (vph)	92	97	70	0	296	297	0	1770	15	0	1781	77
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)	100	105	76	0	322	323	0	1924	16	0	1936	84
RTOR Reduction (vph)	0	0	14	0	0	15	0	1	0	0	0	29
Lane Group Flow (vph)	0	205	62	0	322	309	0	1939	0	0	1936	55
Confl. Peds. (#/hr)	14		32	32		14	16		5	5		16
Turn Type	Perm		Perm			Perm						Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4			8						6
Actuated Green, G (s)		32.0	32.0		32.0	32.0		77.0			77.0	77.0
Effective Green, g (s)		33.0	33.0		33.0	33.0		79.0			79.0	79.0
Actuated g/C Ratio		0.28	0.28		0.28	0.28		0.66			0.66	0.66
Clearance Time (s)		5.0	5.0		5.0	5.0		6.0			6.0	6.0
Lane Grp Cap (vph)		176	349		430	356		2808			2812	848
v/s Ratio Prot					0.21			c0.45			0.45	
v/s Ratio Perm		c0.32	0.05			0.24						0.04
v/c Ratio		1.16	0.18		0.75	0.87		0.69			0.69	0.07
Uniform Delay, d1		43.5	33.2		39.7	41.4		12.8			12.8	7.3
Progression Factor		1.00	1.00		1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2		119.1	1.1		11.3	23.6		1.4			1.4	0.1
Delay (s)		162.6	34.3		51.1	65.0		14.3			14.2	7.5
Level of Service		F	C		D	E		B			B	A
Approach Delay (s)		127.9			58.0			14.3			13.9	
Approach LOS		F			E			B			B	

Intersection Summary			
HCM Average Control Delay	26.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	83.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



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
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)		3.0	3.0		3.0					3.0	3.0	
Lane Util. Factor		0.91	1.00		0.91					0.95	0.95	
Frt		1.00	0.85		1.00					1.00	0.99	
Flt Protected		1.00	1.00		1.00					0.95	0.96	
Satd. Flow (prot)		4577	1425		4568					1513	1513	
Flt Permitted		1.00	1.00		0.80					0.95	0.96	
Satd. Flow (perm)		4577	1425		3672					1513	1513	
Volume (vph)	0	765	286	86	2066	0	0	0	0	757	67	41
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
Adj. Flow (vph)	0	850	318	96	2296	0	0	0	0	841	74	46
RTOR Reduction (vph)	0	0	254	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	850	64	0	2392	0	0	0	0	480	477	0
Turn Type			Perm D.P+P							Split		
Protected Phases		4		3	3 4					6	6	
Permitted Phases			4	4								
Actuated Green, G (s)		18.0	18.0		61.0					24.0	24.0	
Effective Green, g (s)		20.0	20.0		65.0					26.0	26.0	
Actuated g/C Ratio		0.20	0.20		0.65					0.26	0.26	
Clearance Time (s)		5.0	5.0							5.0	5.0	
Lane Grp Cap (vph)		915	285		2790					393	393	
v/s Ratio Prot		c0.19			c0.39					c0.32	0.32	
v/s Ratio Perm			0.04		0.17							
v/c Ratio		0.93	0.22		0.86					1.22	1.21	
Uniform Delay, d1		39.3	33.5		13.8					37.0	37.0	
Progression Factor		1.00	1.00		0.27					1.00	1.00	
Incremental Delay, d2		16.8	1.8		0.3					120.5	117.8	
Delay (s)		56.1	35.3		4.1					157.5	154.8	
Level of Service		E	D		A					F	F	
Approach Delay (s)		50.5			4.1			0.0			156.1	
Approach LOS		D			A			A			F	
<b>Intersection Summary</b>												
HCM Average Control Delay			48.4			HCM Level of Service				D		
HCM Volume to Capacity ratio			0.98									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)				9.0		
Intersection Capacity Utilization			102.6%			ICU Level of Service				G		
Analysis Period (min)			15									
c Critical Lane Group												



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑	↑	↑
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	1462	44	4	888	6	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1589	48	4	965	7	82
Pedestrians					37	
Lane Width (ft)					10.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					3	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)	188			222		
pX, platoon unblocked			0.69		0.73	0.69
vC, conflicting volume			1674		1980	591
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1090		1192	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		95	89
cM capacity (veh/h)			430		126	734

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2
Volume Total	636	636	366	197	386	386	7	82
Volume Left	0	0	0	4	0	0	7	0
Volume Right	0	0	48	0	0	0	0	82
cSH	1700	1700	1700	430	1700	1700	126	734
Volume to Capacity	0.37	0.37	0.22	0.01	0.23	0.23	0.05	0.11
Queue Length 95th (ft)	0	0	0	1	0	0	4	9
Control Delay (s)	0.0	0.0	0.0	0.4	0.0	0.0	35.1	10.5
Lane LOS				A			E	B
Approach Delay (s)	0.0			0.1			12.3	
Approach LOS							B	

Intersection Summary			
Average Delay		0.4	
Intersection Capacity Utilization	44.4%		ICU Level of Service A
Analysis Period (min)		15	

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	
Lane Util. Factor		0.91			0.91			1.00	1.00		1.00	
Frbp, ped/bikes		1.00			1.00			1.00	1.00		1.00	
Flpb, ped/bikes		1.00			1.00			1.00	1.00		1.00	
Frnt		1.00			1.00			1.00	0.85		0.89	
Flt Protected		1.00			1.00			0.98	1.00		0.99	
Satd. Flow (prot)		4263			4258			1531	1330		1382	
Flt Permitted		0.93			0.85			0.89	1.00		0.95	
Satd. Flow (perm)		3967			3612			1390	1330		1329	
Volume (vph)	11	1538	12	25	880	7	15	18	31	14	0	56
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)	12	1672	13	27	957	8	16	20	34	15	0	61
RTOR Reduction (vph)	0	1	0	0	1	0	0	0	27	0	48	0
Lane Group Flow (vph)	0	1696	0	0	991	0	0	36	7	0	28	0
Confl. Peds. (#/hr)	17		31	31		17						
Turn Type	Perm			Perm			Perm		Perm	Perm		
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4		4	8		
Actuated Green, G (s)		70.0			70.0			20.0	20.0		20.0	
Effective Green, g (s)		71.0			71.0			21.0	21.0		21.0	
Actuated g/C Ratio		0.71			0.71			0.21	0.21		0.21	
Clearance Time (s)		5.0			5.0			5.0	5.0		5.0	
Lane Grp Cap (vph)		2817			2565			292	279		279	
v/s Ratio Prot												
v/s Ratio Perm		c0.43			0.27			c0.03	0.01		0.02	
v/c Ratio		0.60			0.39			0.12	0.03		0.10	
Uniform Delay, d1		7.3			5.8			32.0	31.4		31.9	
Progression Factor		0.15			0.59			0.98	0.99		1.00	
Incremental Delay, d2		0.5			0.4			0.9	0.2		0.7	
Delay (s)		1.6			3.8			32.4	31.2		32.6	
Level of Service		A			A			C	C		C	
Approach Delay (s)		1.6			3.8			31.8			32.6	
Approach LOS		A			A			C			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			3.9			HCM Level of Service				A		
HCM Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			59.8%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔↔			↔↔↔			↑	↗		↑	↗
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	105	1228	262	49	821	50	2	6	57	1	16	12
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
Hourly flow rate (vph)	114	1335	285	53	892	54	2	7	62	1	17	13
Pedestrians								55			83	
Lane Width (ft)								10.0			10.0	
Walking Speed (ft/s)								4.0			4.0	
Percent Blockage								4			6	
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)		214			244							
pX, platoon unblocked	0.94			0.82			0.85	0.85	0.82	0.85	0.85	0.94
vC, conflicting volume	1030			1675			2186	2897	642	1847	3012	408
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	902			1383			1721	2557	123	1323	2693	240
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	83			86			0	55	91	97	0	98
cM capacity (veh/h)	663			387			0	14	713	40	12	674

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1	SB 2
Volume Total	448	667	618	276	446	277	9	62	18	13
Volume Left	114	0	0	53	0	0	2	0	1	0
Volume Right	0	0	285	0	0	54	0	62	0	13
cSH	663	1700	1700	387	1700	1700	0	713	12	674
Volume to Capacity	0.17	0.39	0.36	0.14	0.26	0.16	Err	0.09	1.51	0.02
Queue Length 95th (ft)	15	0	0	12	0	0	Err	7	76	1
Control Delay (s)	4.8	0.0	0.0	5.1	0.0	0.0	Err	10.5	878.0	10.5
Lane LOS	A			A			F	B	F	B
Approach Delay (s)	1.2			1.4			Err		519.0	
Approach LOS							F		F	

Intersection Summary		
Average Delay		Err
Intersection Capacity Utilization	69.5%	ICU Level of Service
Analysis Period (min)	15	C

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
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)		3.0			3.0			3.0			3.0	
Lane Util. Factor		0.91			0.91			0.95			0.95	
Frbp, ped/bikes		1.00			0.99			0.99			0.99	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.98			0.99			0.96			0.96	
Flt Protected		1.00			0.99			0.99			0.99	
Satd. Flow (prot)		4450			4414			2859			2780	
Flt Permitted		0.75			0.65			0.77			0.84	
Satd. Flow (perm)		3358			2887			2239			2362	
Volume (vph)	83	991	149	231	760	91	85	125	69	38	112	49
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
Adj. Flow (vph)	92	1101	166	257	844	101	94	139	77	42	124	54
RTOR Reduction (vph)	0	18	0	0	11	0	0	33	0	0	31	0
Lane Group Flow (vph)	0	1341	0	0	1191	0	0	277	0	0	189	0
Confl. Peds. (#/hr)	75		13	13		75	8		23	23		8
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	6%	6%	6%	2%	2%	2%
Parking (#/hr)										10	10	10
Turn Type	Perm			pm+pt			Perm			Perm		
Protected Phases		4		3	4 3			2			6	
Permitted Phases	4			4 3			2			6		
Actuated Green, G (s)		53.0			63.0			23.0			23.0	
Effective Green, g (s)		55.0			65.0			26.0			26.0	
Actuated g/C Ratio		0.55			0.65			0.26			0.26	
Clearance Time (s)		5.0						6.0			6.0	
Lane Grp Cap (vph)		1847			2029			582			614	
v/s Ratio Prot					c0.06							
v/s Ratio Perm		c0.40			0.32			c0.12			0.08	
v/c Ratio		0.73			0.86dl			0.48			0.31	
Uniform Delay, d1		16.9			9.9			31.3			29.8	
Progression Factor		0.34			1.00			0.97			1.00	
Incremental Delay, d2		2.1			1.3			2.7			1.3	
Delay (s)		7.8			11.2			33.0			31.1	
Level of Service		A			B			C			C	
Approach Delay (s)		7.8			11.2			33.0			31.1	
Approach LOS		A			B			C			C	













**Intersection Summary**

HCM Average Control Delay	13.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	91.2%	ICU Level of Service	F
Analysis Period (min)	15		

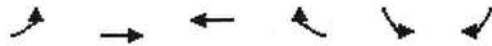
dl - Defacto Left Lane. Recode with 1 though lane as a left lane.

c - Critical Lane Group



												
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
Lane Util. Factor					1.00	1.00		0.91	1.00		0.91	1.00
Frt					1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected					1.00	1.00		1.00	1.00		1.00	1.00
Satd. Flow (prot)					1739	1478		4746	1478		4746	1478
Flt Permitted					1.00	1.00		1.00	1.00		1.00	1.00
Satd. Flow (perm)					1739	1478		4746	1478		4746	1478
Volume (vph)	0	0	0	0	61	141	0	3319	501	0	1926	9
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)	0	0	0	0	66	153	0	3608	545	0	2093	10
RTOR Reduction (vph)	0	0	0	0	0	2	0	0	109	0	0	2
Lane Group Flow (vph)	0	0	0	0	66	151	0	3608	436	0	2093	8
Turn Type						Perm			Perm			Perm
Protected Phases					8			2			6	
Permitted Phases						8			2			6
Actuated Green, G (s)					15.0	15.0		95.0	95.0		95.0	95.0
Effective Green, g (s)					16.0	16.0		96.0	96.0		96.0	96.0
Actuated g/C Ratio					0.13	0.13		0.80	0.80		0.80	0.80
Clearance Time (s)					5.0	5.0		5.0	5.0		5.0	5.0
Lane Grp Cap (vph)					232	197		3797	1182		3797	1182
v/s Ratio Prot					0.04			c0.76			0.44	
v/s Ratio Perm						c0.10			0.30			0.01
v/c Ratio					0.28	0.77		0.95	0.37		0.55	0.01
Uniform Delay, d1					46.8	50.2		10.0	3.4		4.3	2.4
Progression Factor					1.00	1.00		1.00	1.00		0.40	0.31
Incremental Delay, d2					3.1	24.5		6.9	0.9		0.6	0.0
Delay (s)					49.9	74.7		16.9	4.3		2.3	0.7
Level of Service					D	E		B	A		A	A
Approach Delay (s)		0.0			67.2			15.3			2.3	
Approach LOS		A			E			B			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			12.8				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.92									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)		8.0			
Intersection Capacity Utilization			79.5%				ICU Level of Service		D			
Analysis Period (min)			15									
c Critical Lane Group												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	59	417	19	7	161	7	53	10	14	4	40	4
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
Hourly flow rate (vph)	64	453	21	8	175	8	58	11	15	4	43	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)		240			690							
pX, platoon unblocked												
vC, conflicting volume	183			474			721	790	237	570	796	91
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	183			474			721	790	237	570	796	91
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			99			78	96	98	99	86	100
cM capacity (veh/h)	1390			1084			268	304	764	370	301	948
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>SB 1</b>	<b>SB 2</b>					
Volume Total	291	247	95	95	84	48	4					
Volume Left	64	0	8	0	58	4	0					
Volume Right	0	21	0	8	15	0	4					
cSH	1390	1700	1084	1700	309	307	948					
Volume to Capacity	0.05	0.15	0.01	0.06	0.27	0.16	0.00					
Queue Length 95th (ft)	4	0	1	0	27	14	0					
Control Delay (s)	2.0	0.0	0.7	0.0	20.9	18.9	8.8					
Lane LOS	A		A		C	C	A					
Approach Delay (s)	1.1		0.4		20.9	18.1						
Approach LOS					C	C						
<b>Intersection Summary</b>												
Average Delay			3.9									
Intersection Capacity Utilization			42.3%		ICU Level of Service				A			
Analysis Period (min)			15									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↗	↖
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	31	405	173	36	12	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	34	440	188	39	13	8
Pedestrians					2	
Lane Width (ft)					10.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)		464	466			
pX, platoon unblocked						
vC, conflicting volume	229				497	116
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	229				497	116
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				97	99
cM capacity (veh/h)	1334				489	914

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	180	293	125	102	13	8
Volume Left	34	0	0	0	13	0
Volume Right	0	0	0	39	0	8
cSH	1334	1700	1700	1700	489	914
Volume to Capacity	0.03	0.17	0.07	0.06	0.03	0.01
Queue Length 95th (ft)	2	0	0	0	2	1
Control Delay (s)	1.6	0.0	0.0	0.0	12.6	9.0
Lane LOS	A				B	A
Approach Delay (s)	0.6		0.0		11.2	
Approach LOS					B	

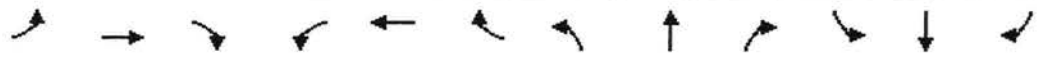
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			33.8%		ICU Level of Service	A
Analysis Period (min)			15			

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	
Lane Util. Factor		0.95			0.95			0.95			0.95	
Frbp, ped/bikes		1.00			1.00			0.98			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			0.99	
Frt		0.91			0.96			0.95			0.98	
Flt Protected		0.99			0.98			0.99			0.99	
Satd. Flow (prot)		2673			2795			2750			2860	
Flt Permitted		0.85			0.73			0.78			0.77	
Satd. Flow (perm)		2279			2085			2169			2239	
Volume (vph)	57	63	194	78	85	67	64	182	109	104	328	61
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)	62	68	211	85	92	73	70	198	118	113	357	66
RTOR Reduction (vph)	0	139	0	0	44	0	0	50	0	0	11	0
Lane Group Flow (vph)	0	202	0	0	206	0	0	336	0	0	525	0
Confl. Peds. (#/hr)							5		31	31		5
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		33.0			33.0			57.0			57.0	
Effective Green, g (s)		34.0			34.0			58.0			58.0	
Actuated g/C Ratio		0.34			0.34			0.58			0.58	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Lane Grp Cap (vph)		775			709			1258			1299	
v/s Ratio Prot												
v/s Ratio Perm		0.09			c0.10			0.16			c0.23	
v/c Ratio		0.26			0.29			0.27			0.40	
Uniform Delay, d1		23.9			24.2			10.4			11.5	
Progression Factor		1.00			1.00			1.00			0.64	
Incremental Delay, d2		0.8			1.0			0.5			0.8	
Delay (s)		24.7			25.2			11.0			8.2	
Level of Service		C			C			B			A	
Approach Delay (s)		24.7			25.2			11.0			8.2	
Approach LOS		C			C			B			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			15.4				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.36									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)		8.0			
Intersection Capacity Utilization			60.6%				ICU Level of Service		B			
Analysis Period (min)			15									
c Critical Lane Group												



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	↕
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	199	216	86	123	100	122
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	216	235	93	134	109	133
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)		689	241			
pX, platoon unblocked						
vC, conflicting volume	227			710	114	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	227			710	114	
tC, single (s)	4.1			6.8	6.9	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	84			65	86	
cM capacity (veh/h)	1338			308	918	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	295	157	62	165	109	133
Volume Left	216	0	0	0	109	0
Volume Right	0	0	0	134	0	133
cSH	1338	1700	1700	1700	308	918
Volume to Capacity	0.16	0.09	0.04	0.10	0.35	0.14
Queue Length 95th (ft)	14	0	0	0	38	13
Control Delay (s)	6.4	0.0	0.0	0.0	22.9	9.6
Lane LOS	A				C	A
Approach Delay (s)	4.2		0.0		15.6	
Approach LOS					C	
Intersection Summary						
Average Delay			6.1			
Intersection Capacity Utilization			33.6%	ICU Level of Service	A	
Analysis Period (min)			15			





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	30	0	83	90	0	32	171	8	146	135	10	182
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
Hourly flow rate (vph)	33	0	90	98	0	35	186	9	159	147	11	198
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	898	942	110	953	962	88	209			167		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	898	942	110	953	962	88	209			167		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	84	100	90	45	100	96	86			90		
cM capacity (veh/h)	207	203	944	178	198	970	1362			1410		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	123	133	353	355
Volume Left	33	98	186	147
Volume Right	90	35	159	198
cSH	486	227	1362	1410
Volume to Capacity	0.25	0.58	0.14	0.10
Queue Length 95th (ft)	25	82	12	9
Control Delay (s)	14.9	41.0	4.8	3.8
Lane LOS	B	E	A	A
Approach Delay (s)	14.9	41.0	4.8	3.8
Approach LOS	B	E		

Intersection Summary			
Average Delay		10.7	
Intersection Capacity Utilization		47.1%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	30	0	83	90	0	32	171	8	146	135	10	182
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
Hourly flow rate (vph)	33	0	90	98	0	35	186	9	159	147	11	198

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	123	133	353	355
Volume Left (vph)	33	98	186	147
Volume Right (vph)	90	35	159	198
Hadj (s)	-0.35	0.02	-0.13	-0.22
Departure Headway (s)	5.6	5.9	5.0	5.0
Degree Utilization, x	0.19	0.22	0.49	0.49
Capacity (veh/h)	542	528	671	689
Control Delay (s)	9.9	10.6	12.9	12.6
Approach Delay (s)	9.9	10.6	12.9	12.6
Approach LOS	A	B	B	B

**Intersection Summary**

Delay	12.1
HCM Level of Service	B
Intersection Capacity Utilization	47.1%
ICU Level of Service	A
Analysis Period (min)	15



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙			↖	↗	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	8	47	4	317	173	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	51	4	345	188	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	547	193	199			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	547	193	199			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	94	100			
cM capacity (veh/h)	497	848	1373			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	60	349	199
Volume Left	9	4	0
Volume Right	51	0	11
cSH	769	1373	1700
Volume to Capacity	0.08	0.00	0.12
Queue Length 95th (ft)	6	0	0
Control Delay (s)	10.1	0.1	0.0
Lane LOS	B	A	
Approach Delay (s)	10.1	0.1	0.0
Approach LOS	B		

Intersection Summary			
Average Delay		1.1	
Intersection Capacity Utilization		29.9%	ICU Level of Service A
Analysis Period (min)		15	



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
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)		3.0			3.0		3.0	3.0				
Lane Util. Factor		0.91			0.91		0.95	0.95				
Frt		1.00			0.98		1.00	0.98				
Flt Protected		1.00			1.00		0.95	0.97				
Satd. Flow (prot)		4567			4508		1513	1513				
Flt Permitted		0.78			1.00		0.95	0.97				
Satd. Flow (perm)		3549			4508		1513	1513				
Volume (vph)	65	1457	0	0	735	82	1417	161	94	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
Adj. Flow (vph)	72	1619	0	0	817	91	1574	179	104	0	0	0
RTOR Reduction (vph)	0	0	0	0	14	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	1691	0	0	894	0	928	925	0	0	0	0
Turn Type	D.P+P						Split					
Protected Phases	7	5			5		2	2				
Permitted Phases	5											
Actuated Green, G (s)		42.0			18.0		43.0	43.0				
Effective Green, g (s)		46.0			20.0		45.0	45.0				
Actuated g/C Ratio		0.46			0.20		0.45	0.45				
Clearance Time (s)					5.0		5.0	5.0				
Lane Grp Cap (vph)		1897			902		681	681				
v/s Ratio Prot		c0.23			c0.20		c0.61	0.61				
v/s Ratio Perm		0.18										
v/c Ratio		0.89			0.99		1.36	1.36				
Uniform Delay, d1		24.7			39.9		27.5	27.5				
Progression Factor		0.16			0.83		1.00	1.00				
Incremental Delay, d2		0.7			27.2		172.6	170.4				
Delay (s)		4.5			60.2		200.1	197.9				
Level of Service		A			E		F	F				
Approach Delay (s)		4.5			60.2		199.0				0.0	
Approach LOS		A			E		F				A	

Intersection Summary			
HCM Average Control Delay	96.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	112.0%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			