Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	57	2	25	85	134	4	7	11	76	10	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	2	60	2	26	89	141	4	7	12	80	11	1
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	231			62			214	348	61	292	279	160
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	231			62			214	348	61	292	279	160
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
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 %	100			98			99	99	99	87	98	100
cM capacity (veh/h)	1337			1541			722	565	1004	637	617	885

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	2	62	26	231	4	19	80	12
Volume Left	2	0	26	0	4	0	80	0
Volume Right	0	2	0	141	0	12	0	1
cSH	1337	1700	1541	1700	722	771	637	635
Volume to Capacity	0.00	0.04	0.02	0.14	0.01	0.02	0.13	0.02
Queue Length 95th (ft)	0	0	1	0	0	2	11	1
Control Delay (s)	7.7	0.0	7.4	0.0	10.0	9.8	11.5	10.8
Lane LOS	A		A		B	A	B	B
Approach Delay (s)	0.3		0.8		9.8		11.4	
Approach LOS					A		B	

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	31.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (veh/h)	17	1	144	32	26	164
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	1	157	35	28	178
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	409	174			191	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	409	174			191	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			98	
cM capacity (veh/h)	587	870			1382	

Direction, Lane #	EB 1	SE 1	NW 1
Volume Total	20	191	207
Volume Left	18	0	28
Volume Right	1	35	0
cSH	597	1700	1382
Volume to Capacity	0.03	0.11	0.02
Queue Length 95th (ft)	3	0	2
Control Delay (s)	11.2	0.0	1.2
Lane LOS	B		A
Approach Delay (s)	11.2	0.0	1.2
Approach LOS	B		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	34.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	30	205	308	150	86	69
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	32	220	331	161	92	74
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	331				697	412
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	331				697	412
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				77	88
cM capacity (veh/h)	1228				397	640

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	32	220	492	167
Volume Left	32	0	0	92
Volume Right	0	0	161	74
cSH	1228	1700	1700	477
Volume to Capacity	0.03	0.13	0.29	0.35
Queue Length 95th (ft)	2	0	0	39
Control Delay (s)	8.0	0.0	0.0	16.5
Lane LOS	A			C
Approach Delay (s)	1.0		0.0	16.5
Approach LOS				C

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	42.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	21	258	441	23	10	35
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	23	277	474	25	11	38
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	499				809	487
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	499				809	487
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				97	94
cM capacity (veh/h)	1065				342	581

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	23	277	499	48
Volume Left	23	0	0	11
Volume Right	0	0	25	38
cSH	1065	1700	1700	503
Volume to Capacity	0.02	0.16	0.29	0.10
Queue Length 95th (ft)	2	0	0	8
Control Delay (s)	8.5	0.0	0.0	12.9
Lane LOS	A			B
Approach Delay (s)	0.6		0.0	12.9
Approach LOS				B

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	36.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	34	2	26	1	4	8	34	96	5	9	76	50
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	41	2	31	1	5	10	41	116	6	11	92	60
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	356	347	122	377	374	119	152			122		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	356	347	122	377	374	119	152			122		
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 %	93	100	97	100	99	99	97			99		
cM capacity (veh/h)	573	556	929	544	537	933	1429			1466		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	75	16	163	163
Volume Left	41	1	41	11
Volume Right	31	10	6	60
cSH	682	728	1429	1466
Volume to Capacity	0.11	0.02	0.03	0.01
Queue Length 95th (ft)	9	2	2	1
Control Delay (s)	10.9	10.1	2.1	0.6
Lane LOS	B	B	A	A
Approach Delay (s)	10.9	10.1	2.1	0.6
Approach LOS	B	B		

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	34.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	3	43	89	5	71	83
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	3	49	101	6	81	94
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	360	104			107	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	360	104			107	
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			95	
cM capacity (veh/h)	604	951			1484	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	52	107	175
Volume Left	3	0	81
Volume Right	49	6	0
cSH	916	1700	1484
Volume to Capacity	0.06	0.06	0.05
Queue Length 95th (ft)	5	0	4
Control Delay (s)	9.2	0.0	3.7
Lane LOS	A		A
Approach Delay (s)	9.2	0.0	3.7
Approach LOS	A		

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	25.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	77	28	6	86	17	20	63	13	14	107	12
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	8	89	32	7	99	20	23	72	15	16	123	14
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	118			121			318	253	105	294	259	109
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	118			121			318	253	105	294	259	109
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
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			100			96	89	98	97	81	99
cM capacity (veh/h)	1470			1467			529	644	950	587	639	945

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	129	125	110	153
Volume Left	8	7	23	16
Volume Right	32	20	15	14
cSH	1470	1467	643	652
Volume to Capacity	0.01	0.00	0.17	0.23
Queue Length 95th (ft)	0	0	15	23
Control Delay (s)	0.5	0.4	11.8	12.2
Lane LOS	A	A	B	B
Approach Delay (s)	0.5	0.4	11.8	12.2
Approach LOS			B	B

Intersection Summary			
Average Delay	6.4		
Intersection Capacity Utilization	24.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	22	72	84	209	163	21
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	24	77	90	225	175	23
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	592	187	198			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	592	187	198			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	91	93			
cM capacity (veh/h)	438	856	1375			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	101	315	198
Volume Left	24	90	0
Volume Right	77	0	23
cSH	700	1375	1700
Volume to Capacity	0.14	0.07	0.12
Queue Length 95th (ft)	13	5	0
Control Delay (s)	11.0	2.7	0.0
Lane LOS	B	A	
Approach Delay (s)	11.0	2.7	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	42.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (veh/h)	89	315	237	26	55	147
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	109	384	289	32	67	179
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	289				906	305
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	289				906	305
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	91				76	76
cM capacity (veh/h)	1273				280	735

Direction, Lane #	NB 1	NB 2	SB 1	NE 1	NE 2
Volume Total	109	384	321	67	179
Volume Left	109	0	0	67	0
Volume Right	0	0	32	0	179
cSH	1273	1700	1700	280	735
Volume to Capacity	0.09	0.23	0.19	0.24	0.24
Queue Length 95th (ft)	7	0	0	23	24
Control Delay (s)	8.1	0.0	0.0	21.8	11.5
Lane LOS	A			C	B
Approach Delay (s)	1.8		0.0	14.3	
Approach LOS				B	

Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	33.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	857	0	0	49	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	912	0	0	52	0
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	0				456	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				456	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 %	100				90	100
cM capacity (veh/h)	1622				533	1084

Direction, Lane #	EB 1	EB 2	SB 1
Volume Total	456	456	52
Volume Left	0	0	52
Volume Right	0	0	0
cSH	1700	1700	533
Volume to Capacity	0.27	0.27	0.10
Queue Length 95th (ft)	0	0	8
Control Delay (s)	0.0	0.0	12.5
Lane LOS			B
Approach Delay (s)	0.0		12.5
Approach LOS			B

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	14	51	10	153	115	17	15	290	52	14	187	23
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	15	53	10	159	120	18	16	302	54	15	195	24
Pedestrians								1				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								4.0				
Percent Blockage								0				
Right turn flare (veh)			3			3						
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	617	557	196	585	557	302	195			302		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	617	557	196	585	557	302	195			302		
tC, single (s)	7.2	6.5	6.2	7.1	6.5	6.2	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	95	88	99	57	72	98	99			99		
cM capacity (veh/h)	290	428	850	372	431	742	1349			1194		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	78	297	16	302	54	15	195	24
Volume Left	15	159	16	0	0	15	0	0
Volume Right	10	18	0	0	54	0	0	24
cSH	460	418	1349	1700	1700	1194	1700	1700
Volume to Capacity	0.17	0.71	0.01	0.18	0.03	0.01	0.11	0.01
Queue Length 95th (ft)	15	135	1	0	0	1	0	0
Control Delay (s)	15.0	32.0	7.7	0.0	0.0	8.1	0.0	0.0
Lane LOS	B	D	A			A		
Approach Delay (s)	15.0	32.0	0.3			0.5		
Approach LOS	B	D						

Intersection Summary			
Average Delay	11.1		
Intersection Capacity Utilization	44.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	245	18	25	320	8	20	22	7	4	35	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	4	263	19	27	344	9	22	24	8	4	38	8
Pedestrians					2			1				
Lane Width (ft)					12.0			12.0				
Walking Speed (ft/s)					4.0			4.0				
Percent Blockage					0			0				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	353			284			707	689	276	696	695	348
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	353			284			707	689	276	696	695	348
tC, single (s)	4.3			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.4			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			93	93	99	99	90	99
cM capacity (veh/h)	1089			1289			315	356	766	330	359	699

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	4	283	27	353	53	49
Volume Left	4	0	27	0	22	4
Volume Right	0	19	0	9	8	8
cSH	1089	1700	1289	1700	364	385
Volume to Capacity	0.00	0.17	0.02	0.21	0.14	0.13
Queue Length 95th (ft)	0	0	2	0	13	11
Control Delay (s)	8.3	0.0	7.9	0.0	16.6	15.7
Lane LOS	A		A		C	C
Approach Delay (s)	0.1		0.6		16.6	15.7
Approach LOS					C	C

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	37.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBL	NBR	SEL	SER
Lane Configurations						
Volume (veh/h)	308	43	310	179	25	231
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	321	45	323	186	26	241
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		11				
Median type			None		None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	616	323			509	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	616	323			509	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	27	94			98	
cM capacity (veh/h)	440	718			1066	

Direction, Lane #	WB 1	NB 1	NB 2	SE 1	SE 2
Volume Total	366	323	186	26	241
Volume Left	321	0	0	26	0
Volume Right	45	0	186	0	0
cSH	501	1700	1700	1066	1700
Volume to Capacity	0.73	0.19	0.11	0.02	0.14
Queue Length 95th (ft)	149	0	0	2	0
Control Delay (s)	29.5	0.0	0.0	8.5	0.0
Lane LOS	D			A	
Approach Delay (s)	29.5	0.0		0.8	
Approach LOS	D				

Intersection Summary			
Average Delay	9.7		
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	20	59	430	12	23	516
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	21	61	448	12	24	538
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	1040	454			460	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1040	454			460	
tC, single (s)	6.5	6.2			4.3	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.4	
p0 queue free %	91	90			98	
cM capacity (veh/h)	236	600			1003	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	82	460	24	538
Volume Left	21	0	24	0
Volume Right	61	12	0	0
cSH	431	1700	1003	1700
Volume to Capacity	0.19	0.27	0.02	0.32
Queue Length 95th (ft)	17	0	2	0
Control Delay (s)	15.3	0.0	8.7	0.0
Lane LOS	C		A	
Approach Delay (s)	15.3	0.0	0.4	
Approach LOS	C			

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	40.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	51	43	515	38	57	639
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	53	45	536	40	59	666
Pedestrians						2
Lane Width (ft)						12.0
Walking Speed (ft/s)						4.0
Percent Blockage						0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						715
pX, platoon unblocked						
vC, conflicting volume	1341	558			576	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1341	558			576	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	67	92			94	
cM capacity (veh/h)	160	532			997	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	98	576	59	666
Volume Left	53	0	59	0
Volume Right	45	40	0	0
cSH	235	1700	997	1700
Volume to Capacity	0.42	0.34	0.06	0.39
Queue Length 95th (ft)	48	0	5	0
Control Delay (s)	30.9	0.0	8.8	0.0
Lane LOS	D		A	
Approach Delay (s)	30.9	0.0	0.7	
Approach LOS	D			

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	50.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations						
Volume (veh/h)	31	72	55	635	481	0
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	32	74	57	655	496	0
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	1264	496	496			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1264	496	496			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	82	87	95			
cM capacity (veh/h)	179	576	1078			

Direction, Lane #	WB 1	SB 1	SB 2	NE 1	NE 2
Volume Total	106	57	655	496	0
Volume Left	32	57	0	0	0
Volume Right	74	0	0	0	0
cSH	345	1078	1700	1700	1700
Volume to Capacity	0.31	0.05	0.39	0.29	0.00
Queue Length 95th (ft)	32	4	0	0	0
Control Delay (s)	20.0	8.5	0.0	0.0	0.0
Lane LOS	C	A			
Approach Delay (s)	20.0	0.7		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	48.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	28	395	45	62	554	50	59	70	62	24	26	55
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	29	416	47	65	583	53	62	74	65	25	27	58
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									5			1
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	583			416			1231	1188	416	1258	1188	583
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	583			416			1231	1188	416	1258	1188	583
tC, single (s)	4.2			4.2			7.2	6.6	6.3	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.3			3.6	4.1	3.4	3.5	4.0	3.3
p0 queue free %	97			94			43	56	90	68	84	89
cM capacity (veh/h)	953			1086			108	166	622	80	170	508

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	29	416	47	65	583	53	201	111
Volume Left	29	0	0	65	0	0	62	25
Volume Right	0	0	47	0	0	53	65	58
cSH	953	1700	1700	1086	1700	1700	202	227
Volume to Capacity	0.03	0.24	0.03	0.06	0.34	0.03	1.00	0.49
Queue Length 95th (ft)	2	0	0	5	0	0	216	61
Control Delay (s)	8.9	0.0	0.0	8.5	0.0	0.0	111.0	35.1
Lane LOS	A			A			F	E
Approach Delay (s)	0.5			0.8			111.0	35.1
Approach LOS							F	E

Intersection Summary			
Average Delay	17.9		
Intersection Capacity Utilization	58.1%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	53	403	1	8	591	69	8	11	26	39	1	66
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	55	415	1	8	609	71	8	11	27	40	1	68
Pedestrians					1						3	
Lane Width (ft)					12.0						12.0	
Walking Speed (ft/s)					4.0						4.0	
Percent Blockage					0						0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	683			416			1220	1225	417	1223	1190	648
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	683			416			1220	1225	417	1223	1190	648
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
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 %	94			99			94	93	96	70	99	85
cM capacity (veh/h)	898			1153			128	168	640	135	176	466

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	55	416	8	680	46	109
Volume Left	55	0	8	0	8	40
Volume Right	0	1	0	71	27	68
cSH	898	1700	1153	1700	266	243
Volume to Capacity	0.06	0.24	0.01	0.40	0.17	0.45
Queue Length 95th (ft)	5	0	1	0	15	54
Control Delay (s)	9.3	0.0	8.1	0.0	21.3	31.3
Lane LOS	A		A		C	D
Approach Delay (s)	1.1		0.1		21.3	31.3
Approach LOS					C	D

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	32	150	101	425	604	61
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	36	167	112	472	671	68
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	1368	671	739			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1368	671	739			
tC, single (s)	6.5	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.3	2.2			
p0 queue free %	73	63	87			
cM capacity (veh/h)	134	455	854			

Direction, Lane #	SE 1	SE 2	NE 1	NE 2	SW 1	SW 2
Volume Total	36	167	112	472	671	68
Volume Left	36	0	112	0	0	0
Volume Right	0	167	0	0	0	68
cSH	134	455	854	1700	1700	1700
Volume to Capacity	0.27	0.37	0.13	0.28	0.39	0.04
Queue Length 95th (ft)	25	42	11	0	0	0
Control Delay (s)	41.4	17.4	9.9	0.0	0.0	0.0
Lane LOS	E	C	A			
Approach Delay (s)	21.6		1.9		0.0	
Approach LOS	C					

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	52.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	27	1616	79	22	11	0	0	87	27
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
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)	0	0	0	30	1792	88	24	12	0	0	96	30
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		709										
pX, platoon unblocked												
vC, conflicting volume	1879			0			1034	1939	0	1901	1895	940
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1879			0			1034	1939	0	1901	1895	940
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 %	100			98			0	81	100	100	0	89
cM capacity (veh/h)	315			1622			0	63	1084	35	68	265

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	926	983	37	126
Volume Left	30	0	24	0
Volume Right	0	88	0	30
cSH	1622	1700	0	82
Volume to Capacity	0.02	0.58	Err	1.54
Queue Length 95th (ft)	1	0	Err	255
Control Delay (s)	0.5	0.0	Err	382.7
Lane LOS	A		F	F
Approach Delay (s)	0.2		Err	382.7
Approach LOS			F	F

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	28	1331	27	0	0	0	0	17	17	88	19	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	32	1508	31	0	0	0	0	19	19	100	22	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		682										
pX, platoon unblocked												
vC, conflicting volume	0			1539			1598	1587	770	847	1603	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			1539			1598	1587	770	847	1603	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 %	98			100			100	82	94	51	79	100
cM capacity (veh/h)	1622			428			59	105	343	204	103	1084

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	786	785	39	121
Volume Left	32	0	0	100
Volume Right	0	31	19	0
cSH	1622	1700	161	174
Volume to Capacity	0.02	0.46	0.24	0.70
Queue Length 95th (ft)	1	0	22	106
Control Delay (s)	0.5	0.0	34.3	63.4
Lane LOS	A		D	F
Approach Delay (s)	0.3		34.3	63.4
Approach LOS			D	F

Intersection Summary			
Average Delay	5.5		
Intersection Capacity Utilization	61.1%	ICU Level of Service	B
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)	1	26	3	0	0	0	2	105	118	468	164	3
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)	1	28	3	0	0	0	2	114	128	509	178	3

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	33	245	690
Volume Left (vph)	1	2	509
Volume Right (vph)	3	128	3
Hadj (s)	-0.02	-0.28	0.18
Departure Headway (s)	5.9	4.4	4.4
Degree Utilization, x	0.05	0.30	0.85
Capacity (veh/h)	564	782	803
Control Delay (s)	9.3	9.3	27.0
Approach Delay (s)	9.3	9.3	27.0
Approach LOS	A	A	D

Intersection Summary			
Delay	22.0		
Level of Service	C		
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												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	8	41	23	4	44	28	22	56	1	25	86	9
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	10	51	29	5	55	35	28	70	1	31	108	11

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	90	95	99	150
Volume Left (vph)	10	5	28	31
Volume Right (vph)	29	35	1	11
Hadj (s)	-0.14	-0.18	0.08	0.03
Departure Headway (s)	4.5	4.4	4.6	4.5
Degree Utilization, x	0.11	0.12	0.13	0.19
Capacity (veh/h)	749	758	743	761
Control Delay (s)	8.0	8.0	8.2	8.5
Approach Delay (s)	8.0	8.0	8.2	8.5
Approach LOS	A	A	A	A

Intersection Summary			
Delay	8.2		
Level of Service	A		
Intersection Capacity Utilization	21.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	5	84	79	13	59	6	66	22	10	5	24	8
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	6	104	98	16	73	7	81	27	12	6	30	10

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	207	96	121	46
Volume Left (vph)	6	16	81	6
Volume Right (vph)	98	7	12	10
Hadj (s)	-0.24	0.02	0.11	-0.07
Departure Headway (s)	4.2	4.6	4.7	4.7
Degree Utilization, x	0.24	0.12	0.16	0.06
Capacity (veh/h)	826	744	711	707
Control Delay (s)	8.5	8.2	8.6	8.0
Approach Delay (s)	8.5	8.2	8.6	8.0
Approach LOS	A	A	A	A

Intersection Summary			
Delay	8.4		
Level of Service	A		
Intersection Capacity Utilization	29.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	3	160	188	150	196	1	161	5	108	0	2	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	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	1.00		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00			1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.86			1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1710	1714	1480	1710	1730		1660	1541			1800	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.76	1.00			1.00	
Satd. Flow (perm)	1710	1714	1480	1710	1730		1322	1541			1800	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	3	172	202	161	211	1	173	5	116	0	2	0
RTOR Reduction (vph)	0	0	83	0	0	0	0	96	0	0	0	0
Lane Group Flow (vph)	3	172	119	161	212	0	173	25	0	0	2	0
Confl. Peds. (#/hr)			1	1								
Heavy Vehicles (%)	0%	5%	1%	0%	4%	0%	3%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA		custom	NA		Perm	NA	
Protected Phases	5	2		1	6						4	
Permitted Phases			2				8	8		4		
Actuated Green, G (s)	1.2	64.6	64.6	15.0	77.4		18.7	18.7			18.7	
Effective Green, g (s)	2.2	66.6	66.6	15.0	79.4		19.2	19.2			19.2	
Actuated g/C Ratio	0.02	0.59	0.59	0.13	0.70		0.17	0.17			0.17	
Clearance Time (s)	5.0	6.0	6.0	4.0	6.0		4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	33	1011	873	227	1217		225	262			306	
v/s Ratio Prot	0.00	0.10		c0.09	c0.12						0.00	
v/s Ratio Perm			0.08				c0.13	0.02				
v/c Ratio	0.09	0.17	0.14	0.71	0.17		0.77	0.09			0.01	
Uniform Delay, d1	54.3	10.5	10.3	46.8	5.6		44.7	39.5			38.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	1.2	0.4	0.3	9.7	0.3		14.6	0.2			0.0	
Delay (s)	55.5	10.9	10.6	56.5	5.9		59.2	39.6			38.9	
Level of Service	E	B	B	E	A		E	D			D	
Approach Delay (s)		11.1			27.8			51.2			38.9	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	28.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	112.8	Sum of lost time (s)	12.5
Intersection Capacity Utilization	49.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	111	863	88	348	1015	148	51	183	324	175	260	137
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1555	3288	1300	1555	3320	1411	1583	1667	1443	1629	1526	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1555	3288	1300	1555	3320	1411	1583	1667	1443	1629	1526	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	112	872	89	352	1025	149	52	185	327	177	263	138
RTOR Reduction (vph)	0	0	63	0	0	76	0	0	267	0	13	0
Lane Group Flow (vph)	112	872	26	352	1025	73	52	185	60	177	388	0
Confl. Peds. (#/hr)	4		1	1		4						
Heavy Vehicles (%)	10%	4%	15%	10%	3%	5%	8%	8%	6%	5%	16%	4%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			
Actuated Green, G (s)	13.6	36.0	36.0	32.0	54.4	54.4	8.2	23.6	23.6	19.0	34.4	
Effective Green, g (s)	13.6	37.0	37.0	32.0	55.4	55.4	8.2	23.6	23.6	19.0	34.4	
Actuated g/C Ratio	0.11	0.29	0.29	0.25	0.43	0.43	0.06	0.18	0.18	0.15	0.27	
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0	5.0	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	
Lane Grp Cap (vph)	165	953	376	389	1441	612	101	308	266	242	411	
v/s Ratio Prot	0.07	c0.27		c0.23	0.31		0.03	0.11		c0.11	c0.25	
v/s Ratio Perm			0.02			0.05			0.04			
v/c Ratio	0.68	0.92	0.07	0.90	0.71	0.12	0.51	0.60	0.23	0.73	0.94	
Uniform Delay, d1	54.9	43.8	32.8	46.3	29.6	21.5	57.8	47.7	44.2	51.9	45.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	10.6	14.7	0.4	23.8	3.0	0.4	4.4	3.3	0.4	10.8	30.2	
Delay (s)	65.5	58.5	33.2	70.1	32.6	21.9	62.2	51.0	44.7	62.7	75.9	
Level of Service	E	E	C	E	C	C	E	D	D	E	E	
Approach Delay (s)		57.1			40.2			48.4			71.8	
Approach LOS		E			D			D			E	

Intersection Summary			
HCM 2000 Control Delay	51.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	127.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	85.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	EBR2	WBL	WBT	NBL	NBR	NBR2	NWL	NWR
Lane Configurations										
Volume (vph)	0	1304	94	118	1565	126	0	82	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0			4.0	4.0	4.0		4.0		
Lane Util. Factor	0.95			1.00	0.95	1.00		1.00		
Frt	0.85			1.00	1.00	1.00		0.85		
Flt Protected	1.00			0.95	1.00	0.95		1.00		
Satd. Flow (prot)	2850			1676	3353	1676		1500		
Flt Permitted	1.00			0.15	1.00	0.95		1.00		
Satd. Flow (perm)	2850			265	3353	1676		1500		
Peak-hour factor, PHF	0.92	0.95	0.95	0.92	0.92	0.95	0.92	0.95	0.95	0.92
Growth Factor (vph)	100%	102%	102%	100%	100%	102%	100%	102%	102%	100%
Adj. Flow (vph)	0	1400	101	128	1701	135	0	88	0	0
RTOR Reduction (vph)	5	0	0	0	0	0	0	78	0	0
Lane Group Flow (vph)	1496	0	0	128	1701	135	0	10	0	0
Turn Type	NA			Perm	NA	NA		Perm		
Protected Phases	4				8	2				
Permitted Phases				8				2		
Actuated Green, G (s)	84.5			84.5	84.5	11.4		11.4		
Effective Green, g (s)	84.5			84.5	84.5	11.4		11.4		
Actuated g/C Ratio	0.81			0.81	0.81	0.11		0.11		
Clearance Time (s)	4.0			4.0	4.0	4.0		4.0		
Vehicle Extension (s)	3.0			3.0	3.0	3.0		3.0		
Lane Grp Cap (vph)	2317			215	2726	183		164		
v/s Ratio Prot	c0.52				0.51	c0.08				
v/s Ratio Perm				0.48				0.01		
v/c Ratio	1.20dr			0.60	0.62	0.74		0.06		
Uniform Delay, d1	3.8			3.5	3.7	44.8		41.4		
Progression Factor	1.00			1.00	1.00	1.00		1.00		
Incremental Delay, d2	1.4			11.6	1.1	14.4		0.2		
Delay (s)	5.2			15.1	4.8	59.2		41.6		
Level of Service	A			B	A	E		D		
Approach Delay (s)	5.2				5.5	52.2			0.0	
Approach LOS	A				A	D			A	

Intersection Summary			
HCM 2000 Control Delay	8.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	103.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	73.4%	ICU Level of Service	D
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	0	347	111	450	73	54	45	0	0	96	8
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0		4.0	4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00		1.00	1.00	1.00			1.00			1.00	
Frt	1.00		0.85	1.00	0.98			1.00			0.99	
Flt Protected	0.95		1.00	0.95	1.00			0.97			1.00	
Satd. Flow (prot)	1676		1500	1676	1728			1718			1747	
Flt Permitted	0.95		1.00	0.95	1.00			0.97			1.00	
Satd. Flow (perm)	1676		1500	1676	1728			1718			1747	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	16	0	358	114	464	75	56	46	0	0	99	8
RTOR Reduction (vph)	0	0	319	0	4	0	0	0	0	0	3	0
Lane Group Flow (vph)	16	0	39	114	535	0	0	102	0	0	104	0
Turn Type	Prot		custom	Prot	NA		Split	NA			NA	
Protected Phases	7			3	8		2	2			6	
Permitted Phases			7									
Actuated Green, G (s)	8.6		8.6	52.3	39.7			8.3			6.7	
Effective Green, g (s)	8.6		8.6	52.3	39.7			8.3			6.7	
Actuated g/C Ratio	0.11		0.11	0.66	0.50			0.10			0.08	
Clearance Time (s)	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	
Lane Grp Cap (vph)	181		162	1105	865			179			147	
v/s Ratio Prot	0.01			0.07	c0.31			c0.06			c0.06	
v/s Ratio Perm			c0.03									
v/c Ratio	0.09		0.24	0.10	0.62			0.57			0.71	
Uniform Delay, d1	31.8		32.4	4.9	14.3			33.8			35.4	
Progression Factor	1.00		1.00	1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.2		0.8	0.0	3.3			4.1			14.5	
Delay (s)	32.0		33.1	5.0	17.6			37.9			49.9	
Level of Service	C		C	A	B			D			D	
Approach Delay (s)		33.1			15.4			37.9			49.9	
Approach LOS		C			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	25.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	79.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	48.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	79	633	164	21	62	0	0	160	61
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)					4.0			4.0			4.0	
Lane Util. Factor					0.95			1.00			1.00	
Frt					0.97			1.00			0.96	
Flt Protected					1.00			0.99			1.00	
Satd. Flow (prot)					3244			1743			1699	
Flt Permitted					1.00			0.91			1.00	
Satd. Flow (perm)					3244			1614			1699	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	87	696	180	23	68	0	0	176	67
RTOR Reduction (vph)	0	0	0	0	32	0	0	0	0	0	10	0
Lane Group Flow (vph)	0	0	0	0	931	0	0	91	0	0	233	0
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					8			2			6	
Permitted Phases				8			2					
Actuated Green, G (s)					25.4			29.2			29.2	
Effective Green, g (s)					25.4			29.2			29.2	
Actuated g/C Ratio					0.41			0.47			0.47	
Clearance Time (s)					4.0			4.0			4.0	
Vehicle Extension (s)					3.0			3.0			3.0	
Lane Grp Cap (vph)					1316			752			792	
v/s Ratio Prot											c0.14	
v/s Ratio Perm					0.29			0.06				
v/c Ratio					0.71			0.12			0.29	
Uniform Delay, d1					15.5			9.4			10.3	
Progression Factor					1.00			1.00			1.00	
Incremental Delay, d2					1.8			0.3			0.9	
Delay (s)					17.3			9.8			11.3	
Level of Service					B			A			B	
Approach Delay (s)		0.0			17.3			9.8			11.3	
Approach LOS		A			B			A			B	

Intersection Summary			
HCM 2000 Control Delay	15.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	62.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	53.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	13	840	8	0	0	0	0	31	33
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)					4.0						4.0	
Lane Util. Factor					0.95						1.00	
Frt					1.00						0.93	
Flt Protected					1.00						1.00	
Satd. Flow (prot)					3346						1642	
Flt Permitted					1.00						1.00	
Satd. Flow (perm)					3346						1642	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	13	866	8	0	0	0	0	32	34
RTOR Reduction (vph)	0	0	0	0	4	0	0	0	0	0	27	0
Lane Group Flow (vph)	0	0	0	0	883	0	0	0	0	0	39	0
Turn Type				Perm	NA						NA	
Protected Phases					8						6	
Permitted Phases				8								
Actuated Green, G (s)					15.6						6.2	
Effective Green, g (s)					15.6						6.2	
Actuated g/C Ratio					0.52						0.21	
Clearance Time (s)					4.0						4.0	
Vehicle Extension (s)					3.0						3.0	
Lane Grp Cap (vph)					1751						341	
v/s Ratio Prot											c0.02	
v/s Ratio Perm					0.26							
v/c Ratio					0.50						0.11	
Uniform Delay, d1					4.6						9.6	
Progression Factor					1.00						1.00	
Incremental Delay, d2					0.2						0.2	
Delay (s)					4.8						9.7	
Level of Service					A						A	
Approach Delay (s)		0.0			4.8			0.0			9.7	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	5.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	29.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	49.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	58	914	6	58	18	0	0	12	6
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)					4.0			4.0			4.0	
Lane Util. Factor					0.95			1.00			1.00	
Frt					1.00			1.00			0.95	
Flt Protected					1.00			0.96			1.00	
Satd. Flow (prot)					3340			1700			1681	
Flt Permitted					1.00			0.81			1.00	
Satd. Flow (perm)					3340			1434			1681	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	64	1004	7	64	20	0	0	13	7
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	0	0	5	0
Lane Group Flow (vph)	0	0	0	0	1074	0	0	84	0	0	15	0
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					8			2			6	
Permitted Phases				8			2					
Actuated Green, G (s)					23.1			15.2			15.2	
Effective Green, g (s)					23.1			15.2			15.2	
Actuated g/C Ratio					0.50			0.33			0.33	
Clearance Time (s)					4.0			4.0			4.0	
Vehicle Extension (s)					3.0			3.0			3.0	
Lane Grp Cap (vph)					1666			470			551	
v/s Ratio Prot											0.01	
v/s Ratio Perm					0.32			c0.06				
v/c Ratio					0.64			0.18			0.03	
Uniform Delay, d1					8.6			11.1			10.5	
Progression Factor					1.00			1.00			1.00	
Incremental Delay, d2					0.9			0.8			0.1	
Delay (s)					9.4			11.9			10.6	
Level of Service					A			B			B	
Approach Delay (s)		0.0			9.4			11.9			10.6	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	9.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	46.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	46.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL2	WBT	NBL	NBT	NBR	NEL	NER	NER2
Lane Configurations								
Volume (vph)	142	1102	105	1	98	16	891	66
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	0.88	
Frt	1.00	1.00		1.00	0.85	1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1676	3353		1681	1500	1676	2640	
Flt Permitted	0.95	1.00		0.95	1.00	0.95	1.00	
Satd. Flow (perm)	1676	3353		1681	1500	1676	2640	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	154	1198	114	1	107	17	968	72
RTOR Reduction (vph)	0	0	0	0	93	0	24	0
Lane Group Flow (vph)	154	1198	0	115	14	17	1016	0
Turn Type	Prot	NA	Split	NA	Prot	NA	custom	
Protected Phases	3	8	2	2	2	1		
Permitted Phases							1 4	
Actuated Green, G (s)	9.0	39.2		9.7	9.7	10.9	41.1	
Effective Green, g (s)	9.0	39.2		9.7	9.7	10.9	41.1	
Actuated g/C Ratio	0.13	0.55		0.14	0.14	0.15	0.57	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		
Lane Grp Cap (vph)	210	1830		227	202	254	1511	
v/s Ratio Prot	0.09	c0.36		c0.07	0.01	0.01		
v/s Ratio Perm							c0.39	
v/c Ratio	0.73	0.65		0.51	0.07	0.07	0.67	
Uniform Delay, d1	30.2	11.5		28.8	27.1	26.1	10.7	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	12.4	1.8		1.8	0.2	0.1	1.2	
Delay (s)	42.7	13.4		30.6	27.3	26.2	11.9	
Level of Service	D	B		C	C	C	B	
Approach Delay (s)		16.7		29.0		12.1		
Approach LOS		B		C		B		

Intersection Summary			
HCM 2000 Control Delay	15.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	71.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	59.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			