Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	27	9	6	613	649	45
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	31	10	7	705	746	52
Pedestrians	17				16	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				1	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1523	789	815			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1523	789	815			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	75	97	99			
cM capacity (veh/h)	125	385	801			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	41	711	798
Volume Left	31	7	0
Volume Right	10	0	52
cSH	151	801	1700
Volume to Capacity	0.27	0.01	0.47
Queue Length 95th (ft)	26	1	0
Control Delay (s)	37.6	0.2	0.0
Lane LOS	E	A	
Approach Delay (s)	37.6	0.2	0.0
Approach LOS	E		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	47.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	2	6	7	1	5	3	564	2	4	570	9
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)	5	2	7	8	1	6	3	648	2	5	655	10
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	1332	1327	660	1334	1331	649	666			651		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1332	1327	660	1334	1331	649	666			651		
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 %	96	99	99	94	99	99	100			100		
cM capacity (veh/h)	128	154	463	127	153	469	924			936		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	14	15	654	670
Volume Left	5	8	3	5
Volume Right	7	6	2	10
cSH	210	179	924	936
Volume to Capacity	0.07	0.08	0.00	0.00
Queue Length 95th (ft)	5	7	0	0
Control Delay (s)	23.4	26.9	0.1	0.1
Lane LOS	C	D	A	A
Approach Delay (s)	23.4	26.9	0.1	0.1
Approach LOS	C	D		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	43.3%	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)	3	1	1	566	576	8
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	3	1	1	651	662	9
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	1320	667	671			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1320	667	671			
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	100	100			
cM capacity (veh/h)	173	459	919			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	5	1	651	671
Volume Left	3	1	0	0
Volume Right	1	0	0	9
cSH	205	919	1700	1700
Volume to Capacity	0.02	0.00	0.38	0.39
Queue Length 95th (ft)	2	0	0	0
Control Delay (s)	23.0	8.9	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	23.0	0.0		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	40.8%	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			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	1	0	0	0	2	551	0	0	595	3
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)	0	0	1	0	0	0	2	633	0	0	684	3
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	1324	1324	686	1325	1325	633	687			633		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1324	1324	686	1325	1325	633	687			633		
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 %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	133	156	448	132	155	480	907			950		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	1	0	636	687
Volume Left	0	0	2	0
Volume Right	1	0	0	3
cSH	448	1700	907	950
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	13.1	0.0	0.1	0.0
Lane LOS	B	A	A	
Approach Delay (s)	13.1	0.0	0.1	0.0
Approach LOS	B	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	41.5%	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		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	0	6	5	0	12	4	530	10	7	582	5
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)	6	0	7	6	0	14	5	609	11	8	669	6
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	1326	1318	672	1319	1315	615	675			621		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1326	1318	672	1319	1315	615	675			621		
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 %	95	100	98	96	100	97	99			99		
cM capacity (veh/h)	128	155	456	131	156	491	917			960		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	6	7	6	14	625	683
Volume Left	6	0	6	0	5	8
Volume Right	0	7	0	14	11	6
cSH	128	456	131	491	917	960
Volume to Capacity	0.05	0.02	0.04	0.03	0.01	0.01
Queue Length 95th (ft)	4	1	3	2	0	1
Control Delay (s)	34.5	13.0	33.8	12.5	0.1	0.2
Lane LOS	D	B	D	B	A	A
Approach Delay (s)	22.8		18.8		0.1	0.2
Approach LOS	C		C			

Intersection Summary			
Average Delay	0.7		
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												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	0	5	3	0	5	1	555	1	2	603	5
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)	5	0	6	3	0	6	1	638	1	2	693	6
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	1347	1342	696	1347	1344	639	699			639		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1347	1342	696	1347	1344	639	699			639		
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 %	96	100	99	97	100	99	100			100		
cM capacity (veh/h)	126	152	442	126	151	476	898			945		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	10	9	640	701
Volume Left	5	3	1	2
Volume Right	6	6	1	6
cSH	209	233	898	945
Volume to Capacity	0.05	0.04	0.00	0.00
Queue Length 95th (ft)	4	3	0	0
Control Delay (s)	23.1	21.1	0.0	0.1
Lane LOS	C	C	A	A
Approach Delay (s)	23.1	21.1	0.0	0.1
Approach LOS	C	C		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	43.5%	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)	42	19	11	555	607	39
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	48	22	13	638	698	45
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	1383	720	743			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1383	720	743			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	69	95	99			
cM capacity (veh/h)	156	428	865			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	70	651	743
Volume Left	48	13	0
Volume Right	22	0	45
cSH	195	865	1700
Volume to Capacity	0.36	0.01	0.44
Queue Length 95th (ft)	38	1	0
Control Delay (s)	33.6	0.4	0.0
Lane LOS	D	A	
Approach Delay (s)	33.6	0.4	0.0
Approach LOS	D		

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	48.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	617	37	13	446	16	11
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	709	43	15	513	18	13
Pedestrians	8			6		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	1			0		
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			752		1281	736
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			752		1281	736
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		90	97
cM capacity (veh/h)			858		178	417

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	752	528	31
Volume Left	0	15	18
Volume Right	43	0	13
cSH	1700	858	232
Volume to Capacity	0.44	0.02	0.13
Queue Length 95th (ft)	0	1	11
Control Delay (s)	0.0	0.5	22.9
Lane LOS		A	C
Approach Delay (s)	0.0	0.5	22.9
Approach LOS			C

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	46.5%	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		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	7	0	2	6	0	4	3	464	0	1	625	13
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	0	2	7	0	5	3	533	0	1	718	15
Pedestrians		21			30			30			30	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1324	1319	777	1331	1327	593	754			563		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1324	1319	777	1331	1327	593	754			563		
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	99	94	100	99	100			100		
cM capacity (veh/h)	122	150	380	120	148	480	841			983		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	10	11	537	734
Volume Left	8	7	3	1
Volume Right	2	5	0	15
cSH	143	171	841	983
Volume to Capacity	0.07	0.07	0.00	0.00
Queue Length 95th (ft)	6	5	0	0
Control Delay (s)	32.1	27.5	0.1	0.0
Lane LOS	D	D	A	A
Approach Delay (s)	32.1	27.5	0.1	0.0
Approach LOS	D	D		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	50.7%	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		4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		0.97	0.95		0.95	0.95			1.00	1.00
Frt	1.00	0.93		1.00	0.98		1.00	0.87			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.97	1.00
Satd. Flow (prot)	1770	3295		3433	3468		1681	1540			1814	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.97	1.00
Satd. Flow (perm)	1770	3295		3433	3468		1681	1540			1814	1583
Volume (vph)	55	314	268	354	313	49	338	34	335	56	47	54
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	63	361	308	407	360	56	389	39	385	64	54	62
RTOR Reduction (vph)	0	170	0	0	14	0	0	207	0	0	0	45
Lane Group Flow (vph)	63	499	0	407	402	0	358	248	0	0	118	17
Turn Type	Prot			Prot			Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												6
Actuated Green, G (s)	3.7	17.0		13.2	26.5		26.9	26.9			8.7	8.7
Effective Green, g (s)	3.7	17.0		13.2	26.5		26.9	26.9			8.7	8.7
Actuated g/C Ratio	0.05	0.21		0.16	0.32		0.33	0.33			0.11	0.11
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	80	685		554	1123		553	506			193	168
v/s Ratio Prot	0.04	c0.15		c0.12	0.12		c0.21	0.16			c0.07	
v/s Ratio Perm												0.01
v/c Ratio	0.79	0.73		0.73	0.36		0.65	0.49			0.61	0.10
Uniform Delay, d1	38.7	30.3		32.6	21.1		23.4	22.0			34.9	33.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	38.7	3.9		5.0	0.2		5.8	3.4			5.6	0.3
Delay (s)	77.4	34.1		37.7	21.3		29.2	25.3			40.6	33.3
Level of Service	E	C		D	C		C	C			D	C
Approach Delay (s)		37.9			29.4			27.0			38.1	
Approach LOS		D			C			C			D	

Intersection Summary			
HCM Average Control Delay	31.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	81.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	66.8%	ICU Level of Service	C
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	
Lane Util. Factor								1.00			1.00	
Frt								1.00			1.00	
Flt Protected								1.00			1.00	
Satd. Flow (prot)								1863			1863	
Flt Permitted								1.00			1.00	
Satd. Flow (perm)								1863			1863	
Volume (vph)	0	0	0	0	0	0	0	704	0	0	666	0
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	0	0	0	0	0	0	809	0	0	766	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	809	0	0	766	0
Turn Type												
Protected Phases		4			8			2			6	
Permitted Phases												
Actuated Green, G (s)								102.4			102.4	
Effective Green, g (s)								102.4			102.4	
Actuated g/C Ratio								0.85			0.85	
Clearance Time (s)								4.0			4.0	
Vehicle Extension (s)								3.0			3.0	
Lane Grp Cap (vph)								1579			1579	
v/s Ratio Prot								c0.43			0.41	
v/s Ratio Perm												
v/c Ratio								0.51			0.49	
Uniform Delay, d1								2.5			2.4	
Progression Factor								1.00			1.00	
Incremental Delay, d2								1.2			1.1	
Delay (s)								3.7			3.4	
Level of Service								A			A	
Approach Delay (s)		0.0			0.0			3.7			3.4	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	3.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	120.8	Sum of lost time (s)	18.4
Intersection Capacity Utilization	40.4%	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												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	79	0	25	7	0	18	19	625	3	13	572	99
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)	91	0	29	8	0	21	22	718	3	15	657	114
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	1529	1510	714	1537	1565	720	771			722		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1529	1510	714	1537	1565	720	771			722		
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 %	0	100	93	91	100	95	97			98		
cM capacity (veh/h)	88	115	431	85	107	428	844			880		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	91	29	29	744	786
Volume Left	91	0	8	22	15
Volume Right	0	29	21	3	114
cSH	88	431	202	844	880
Volume to Capacity	1.03	0.07	0.14	0.03	0.02
Queue Length 95th (ft)	150	5	12	2	1
Control Delay (s)	189.8	13.9	25.8	0.7	0.5
Lane LOS	F	B	D	A	A
Approach Delay (s)	147.5		25.8	0.7	0.5
Approach LOS	F		D		

Intersection Summary			
Average Delay	11.5		
Intersection Capacity Utilization	60.7%	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			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	2	0	2	8	0	10	2	506	26	7	521	8
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)	2	0	2	9	0	11	2	582	30	8	599	9
Pedestrians		7			7			7			7	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1246	1250	617	1237	1239	611	615			618		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1246	1250	617	1237	1239	611	615			618		
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 %	98	100	100	94	100	98	100			99		
cM capacity (veh/h)	143	169	484	148	171	488	959			956		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	5	21	614	616
Volume Left	2	9	2	8
Volume Right	2	11	30	9
cSH	220	241	959	956
Volume to Capacity	0.02	0.09	0.00	0.01
Queue Length 95th (ft)	2	7	0	1
Control Delay (s)	21.7	21.3	0.1	0.2
Lane LOS	C	C	A	A
Approach Delay (s)	21.7	21.3	0.1	0.2
Approach LOS	C	C		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	42.9%	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)	27	9	6	498	492	45
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	31	10	7	572	566	52
Pedestrians	17				16	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				1	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1211	608	634			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1211	608	634			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	84	98	99			
cM capacity (veh/h)	195	488	935			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	41	579	617
Volume Left	31	7	0
Volume Right	10	0	52
cSH	229	935	1700
Volume to Capacity	0.18	0.01	0.36
Queue Length 95th (ft)	16	1	0
Control Delay (s)	24.2	0.2	0.0
Lane LOS	C	A	
Approach Delay (s)	24.2	0.2	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	41.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	2	6	7	1	5	3	494	2	4	428	9
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)	5	2	7	8	1	6	3	568	2	5	492	10
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	1089	1083	497	1090	1087	569	502			570		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1089	1083	497	1090	1087	569	502			570		
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 %	98	99	99	96	99	99	100			100		
cM capacity (veh/h)	189	215	573	188	214	522	1062			1002		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	14	15	574	507
Volume Left	5	8	3	5
Volume Right	7	6	2	10
cSH	293	252	1062	1002
Volume to Capacity	0.05	0.06	0.00	0.00
Queue Length 95th (ft)	4	5	0	0
Control Delay (s)	17.9	20.2	0.1	0.1
Lane LOS	C	C	A	A
Approach Delay (s)	17.9	20.2	0.1	0.1
Approach LOS	C	C		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	38.0%	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)	3	1	1	495	433	8
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	3	1	1	569	498	9
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	1074	502	507			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1074	502	507			
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	100	100			
cM capacity (veh/h)	243	569	1058			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	5	1	569	507
Volume Left	3	1	0	0
Volume Right	1	0	0	9
cSH	284	1058	1700	1700
Volume to Capacity	0.02	0.00	0.33	0.30
Queue Length 95th (ft)	1	0	0	0
Control Delay (s)	17.9	8.4	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	17.9	0.0		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	36.1%	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			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	0	5	0	0	0	6	511	0	0	446	6
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)	5	0	6	0	0	0	7	587	0	0	513	7
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	1117	1117	516	1123	1121	587	520			587		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1117	1117	516	1123	1121	587	520			587		
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 %	97	100	99	100	100	100	99			100		
cM capacity (veh/h)	184	206	559	180	205	509	1047			988		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	10	0	594	520
Volume Left	5	0	7	0
Volume Right	6	0	0	7
cSH	293	1700	1047	988
Volume to Capacity	0.04	0.00	0.01	0.00
Queue Length 95th (ft)	3	0	0	0
Control Delay (s)	17.7	0.0	0.2	0.0
Lane LOS	C	A	A	
Approach Delay (s)	17.7	0.0	0.2	0.0
Approach LOS	C	A		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	80	0	48	5	0	12	19	436	10	7	415	29
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)	92	0	55	6	0	14	22	501	11	8	477	33
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	1074	1066	494	1116	1077	507	510			513		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1074	1066	494	1116	1077	507	510			513		
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 %	51	100	90	96	100	98	98			99		
cM capacity (veh/h)	189	216	576	164	213	566	1055			1053		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	92	55	6	14	534	518
Volume Left	92	0	6	0	22	8
Volume Right	0	55	0	14	11	33
cSH	189	576	164	566	1055	1053
Volume to Capacity	0.49	0.10	0.04	0.02	0.02	0.01
Queue Length 95th (ft)	60	8	3	2	2	1
Control Delay (s)	41.0	11.9	27.8	11.5	0.6	0.2
Lane LOS	E	B	D	B	A	A
Approach Delay (s)	30.1		16.3		0.6	0.2
Approach LOS	D		C			

Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	45.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	56	0	67	3	0	5	7	402	1	2	463	7
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)	64	0	77	3	0	6	8	462	1	2	532	8
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	1025	1020	536	1097	1024	463	540			463		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1025	1020	536	1097	1024	463	540			463		
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 %	69	100	86	98	100	99	99			100		
cM capacity (veh/h)	210	234	544	162	233	599	1028			1098		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	141	9	471	543
Volume Left	64	3	8	2
Volume Right	77	6	1	8
cSH	315	298	1028	1098
Volume to Capacity	0.45	0.03	0.01	0.00
Queue Length 95th (ft)	55	2	1	0
Control Delay (s)	25.4	17.4	0.2	0.1
Lane LOS	D	C	A	A
Approach Delay (s)	25.4	17.4	0.2	0.1
Approach LOS	D	C		

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	43.0%	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)	101	59	22	341	477	72
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	116	68	25	392	548	83
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	1032	590	631			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1032	590	631			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	54	87	97			
cM capacity (veh/h)	251	508	951			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	184	417	631
Volume Left	116	25	0
Volume Right	68	0	83
cSH	309	951	1700
Volume to Capacity	0.60	0.03	0.37
Queue Length 95th (ft)	90	2	0
Control Delay (s)	32.5	0.8	0.0
Lane LOS	D	A	
Approach Delay (s)	32.5	0.8	0.0
Approach LOS	D		

Intersection Summary			
Average Delay	5.1		
Intersection Capacity Utilization	51.9%	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
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	0.95		0.97	0.95		0.95	0.95			1.00	1.00
Frt	1.00	0.93		1.00	0.98		1.00	0.86			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.97	1.00
Satd. Flow (prot)	1770	3280		3433	3482		1681	1526			1811	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.97	1.00
Satd. Flow (perm)	1770	3280		3433	3482		1681	1526			1811	1583
Volume (vph)	55	412	393	490	407	49	445	30	452	56	41	54
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	63	474	452	563	468	56	511	34	520	64	47	62
RTOR Reduction (vph)	0	155	0	0	8	0	0	322	0	0	0	38
Lane Group Flow (vph)	63	771	0	563	516	0	493	250	0	0	111	24
Turn Type	Prot			Prot			Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												6
Actuated Green, G (s)	6.8	25.8		18.0	37.0		35.0	35.0			11.6	11.6
Effective Green, g (s)	6.8	25.8		18.0	37.0		35.0	35.0			11.6	11.6
Actuated g/C Ratio	0.06	0.24		0.17	0.35		0.33	0.33			0.11	0.11
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	113	795		581	1211		553	502			197	173
v/s Ratio Prot	0.04	c0.24		c0.16	0.15		c0.29	0.16			c0.06	
v/s Ratio Perm												0.01
v/c Ratio	0.56	0.97		0.97	0.43		0.89	0.50			0.56	0.14
Uniform Delay, d1	48.3	39.9		43.9	26.6		33.9	28.6			45.0	42.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	5.8	24.7		29.3	0.2		19.2	3.5			3.7	0.4
Delay (s)	54.2	64.7		73.2	26.8		53.1	32.1			48.7	43.2
Level of Service	D	E		E	C		D	C			D	D
Approach Delay (s)		64.0			50.8			41.8			46.7	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM Average Control Delay	51.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	106.4	Sum of lost time (s)	16.0
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
Total Lost time (s)								4.0			4.0	
Lane Util. Factor								1.00			1.00	
Frt								1.00			1.00	
Flt Protected								1.00			1.00	
Satd. Flow (prot)								1863			1863	
Flt Permitted								1.00			1.00	
Satd. Flow (perm)								1863			1863	
Volume (vph)	0	0	0	0	0	0	0	934	0	0	938	0
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	0	0	0	0	0	0	1074	0	0	1078	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	1074	0	0	1078	0
Turn Type												
Protected Phases		4			8			2			6	
Permitted Phases												
Actuated Green, G (s)								102.4			102.4	
Effective Green, g (s)								102.4			102.4	
Actuated g/C Ratio								0.85			0.85	
Clearance Time (s)								4.0			4.0	
Vehicle Extension (s)								3.0			3.0	
Lane Grp Cap (vph)								1579			1579	
v/s Ratio Prot								0.58			c0.58	
v/s Ratio Perm												
v/c Ratio								0.68			0.68	
Uniform Delay, d1								3.3			3.3	
Progression Factor								1.00			1.00	
Incremental Delay, d2								2.4			2.4	
Delay (s)								5.7			5.7	
Level of Service								A			A	
Approach Delay (s)		0.0			0.0			5.7			5.7	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	5.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	120.8	Sum of lost time (s)	18.4
Intersection Capacity Utilization	52.7%	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												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	79	0	28	7	0	18	22	832	3	13	820	99
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)	91	0	32	8	0	21	25	956	3	15	943	114
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	2059	2040	999	2070	2095	958	1056			960		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2059	2040	999	2070	2095	958	1056			960		
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 %	0	100	89	76	100	93	96			98		
cM capacity (veh/h)	36	53	295	34	49	312	659			717		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	91	32	29	985	1071
Volume Left	91	0	8	25	15
Volume Right	0	32	21	3	114
cSH	36	295	95	659	717
Volume to Capacity	2.51	0.11	0.30	0.04	0.02
Queue Length 95th (ft)	254	9	29	3	2
Control Delay (s)	922.6	18.7	58.9	1.2	0.7
Lane LOS	F	C	F	A	A
Approach Delay (s)	686.1		58.9	1.2	0.7
Approach LOS	F		F		

Intersection Summary			
Average Delay	39.8		
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
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)	2	0	2	8	0	10	2	633	26	7	728	8
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)	2	0	2	9	0	11	2	728	30	8	837	9
Pedestrians		7			7			7			7	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1630	1634	855	1621	1623	757	853			764		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1630	1634	855	1621	1623	757	853			764		
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 %	97	100	99	88	100	97	100			99		
cM capacity (veh/h)	77	99	354	80	100	403	782			844		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	5	21	760	854
Volume Left	2	9	2	8
Volume Right	2	11	30	9
cSH	126	144	782	844
Volume to Capacity	0.04	0.14	0.00	0.01
Queue Length 95th (ft)	3	12	0	1
Control Delay (s)	34.6	34.2	0.1	0.3
Lane LOS	D	D	A	A
Approach Delay (s)	34.6	34.2	0.1	0.3
Approach LOS	D	D		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	53.9%	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)	27	9	6	628	711	45
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	31	10	7	722	817	52
Pedestrians	17				16	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				1	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1612	860	886			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1612	860	886			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	72	97	99			
cM capacity (veh/h)	111	350	753			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	41	729	869
Volume Left	31	7	0
Volume Right	10	0	52
cSH	133	753	1700
Volume to Capacity	0.31	0.01	0.51
Queue Length 95th (ft)	30	1	0
Control Delay (s)	43.7	0.2	0.0
Lane LOS	E	A	
Approach Delay (s)	43.7	0.2	0.0
Approach LOS	E		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	50.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	2	6	7	1	5	3	583	2	4	637	9
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)	5	2	7	8	1	6	3	670	2	5	732	10
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	1431	1426	737	1433	1430	671	743			672		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1431	1426	737	1433	1430	671	743			672		
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 %	96	98	98	93	99	99	100			99		
cM capacity (veh/h)	109	134	418	108	133	456	865			918		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	14	15	676	747
Volume Left	5	8	3	5
Volume Right	7	6	2	10
cSH	182	156	865	918
Volume to Capacity	0.08	0.10	0.00	0.01
Queue Length 95th (ft)	6	8	0	0
Control Delay (s)	26.4	30.5	0.1	0.1
Lane LOS	D	D	A	A
Approach Delay (s)	26.4	30.5	0.1	0.1
Approach LOS	D	D		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	46.8%	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)	3	1	1	585	643	8
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	3	1	1	672	739	9
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	1418	744	748			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1418	744	748			
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	100	100			
cM capacity (veh/h)	151	415	860			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	5	1	672	748
Volume Left	3	1	0	0
Volume Right	1	0	0	9
cSH	179	860	1700	1700
Volume to Capacity	0.03	0.00	0.40	0.44
Queue Length 95th (ft)	2	0	0	0
Control Delay (s)	25.6	9.2	0.0	0.0
Lane LOS	D	A		
Approach Delay (s)	25.6	0.0		0.0
Approach LOS	D			

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	3	0	3	0	0	0	13	571	0	0	649	21
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)	3	0	3	0	0	0	15	656	0	0	746	24
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	1444	1444	758	1448	1456	656	770			656		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1444	1444	758	1448	1456	656	770			656		
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 %	97	100	99	100	100	100	98			100		
cM capacity (veh/h)	108	130	407	107	127	465	844			931		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	7	0	671	770
Volume Left	3	0	15	0
Volume Right	3	0	0	24
cSH	171	1700	844	931
Volume to Capacity	0.04	0.00	0.02	0.00
Queue Length 95th (ft)	3	0	1	0
Control Delay (s)	26.9	0.0	0.5	0.0
Lane LOS	D	A	A	
Approach Delay (s)	26.9	0.0	0.5	0.0
Approach LOS	D	A		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	50.5%	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		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	15	0	13	5	0	12	15	551	10	7	619	24
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)	17	0	15	6	0	14	17	633	11	8	711	28
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	1429	1421	725	1430	1429	639	739			645		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1429	1421	725	1430	1429	639	739			645		
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	96	95	100	97	98			99		
cM capacity (veh/h)	107	132	425	106	131	476	867			940		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	17	15	6	14	662	747
Volume Left	17	0	6	0	17	8
Volume Right	0	15	0	14	11	28
cSH	107	425	106	476	867	940
Volume to Capacity	0.16	0.04	0.05	0.03	0.02	0.01
Queue Length 95th (ft)	14	3	4	2	2	1
Control Delay (s)	45.0	13.8	40.9	12.8	0.5	0.2
Lane LOS	E	B	E	B	A	A
Approach Delay (s)	30.5		21.1		0.5	0.2
Approach LOS	D		C			

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	51.1%	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			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	16	0	19	3	0	5	20	575	1	2	614	38
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)	18	0	22	3	0	6	23	661	1	2	706	44
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	1445	1440	728	1461	1461	661	749			662		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1445	1440	728	1461	1461	661	749			662		
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 %	83	100	95	97	100	99	97			100		
cM capacity (veh/h)	106	129	424	99	125	462	860			926		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	40	9	685	752
Volume Left	18	3	23	2
Volume Right	22	6	1	44
cSH	178	195	860	926
Volume to Capacity	0.23	0.05	0.03	0.00
Queue Length 95th (ft)	21	4	2	0
Control Delay (s)	30.9	24.4	0.7	0.1
Lane LOS	D	C	A	A
Approach Delay (s)	30.9	24.4	0.7	0.1
Approach LOS	D	C		

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	55.2%	ICU Level of Service	B
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)	47	23	19	590	620	53
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	54	26	22	678	713	61
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	1465	743	774			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1465	743	774			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	61	94	97			
cM capacity (veh/h)	138	415	842			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	80	700	774
Volume Left	54	22	0
Volume Right	26	0	61
cSH	176	842	1700
Volume to Capacity	0.46	0.03	0.46
Queue Length 95th (ft)	53	2	0
Control Delay (s)	41.5	0.7	0.0
Lane LOS	E	A	
Approach Delay (s)	41.5	0.7	0.0
Approach LOS	E		

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	628	40	13	485	18	11
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	722	46	15	557	21	13
Pedestrians	8			6		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	1			0		
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			768		1340	751
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			768		1340	751
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		87	97
cM capacity (veh/h)			846		164	409

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	768	572	33
Volume Left	0	15	21
Volume Right	46	0	13
cSH	1700	846	212
Volume to Capacity	0.45	0.02	0.16
Queue Length 95th (ft)	0	1	14
Control Delay (s)	0.0	0.5	25.1
Lane LOS		A	D
Approach Delay (s)	0.0	0.5	25.1
Approach LOS			D

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	47.8%	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			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	9	0	2	6	0	4	3	502	0	1	632	17
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)	10	0	2	7	0	5	3	577	0	1	726	20
Pedestrians		21			30			30			30	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1378	1373	787	1385	1383	637	767			607		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1378	1373	787	1385	1383	637	767			607		
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 %	91	100	99	94	100	99	100			100		
cM capacity (veh/h)	112	139	375	110	137	454	832			947		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	13	11	580	747
Volume Left	10	7	3	1
Volume Right	2	5	0	20
cSH	128	158	832	947
Volume to Capacity	0.10	0.07	0.00	0.00
Queue Length 95th (ft)	8	6	0	0
Control Delay (s)	36.2	29.6	0.1	0.0
Lane LOS	E	D	A	A
Approach Delay (s)	36.2	29.6	0.1	0.0
Approach LOS	E	D		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	79	0	28	7	0	18	22	832	3	13	820	99
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)	91	0	32	8	0	21	25	956	3	15	943	114
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			None							
Median storage veh)		2										
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2059	2040	999	2070	2095	958	1056			960		
vC1, stage 1 conf vol	1029	1029										
vC2, stage 2 conf vol	1029	1010										
vCu, unblocked vol	2059	2040	999	2070	2095	958	1056			960		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5										
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	49	100	89	76	100	93	96			98		
cM capacity (veh/h)	178	211	295	34	49	312	659			717		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	91	32	29	985	1071
Volume Left	91	0	8	25	15
Volume Right	0	32	21	3	114
cSH	178	295	95	659	717
Volume to Capacity	0.51	0.11	0.30	0.04	0.02
Queue Length 95th (ft)	63	9	29	3	2
Control Delay (s)	44.7	18.7	58.9	1.2	0.7
Lane LOS	E	C	F	A	A
Approach Delay (s)	37.9		58.9	1.2	0.7
Approach LOS	E		F		

Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
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	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		0.97	0.95		0.95	0.95			1.00	1.00
Frt	1.00	0.93		1.00	0.98		1.00	0.86			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.97	1.00
Satd. Flow (prot)	1770	3296		3433	3482		1681	1527			1811	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.97	1.00
Satd. Flow (perm)	1770	3296		3433	3482		1681	1527			1811	1583
Volume (vph)	55	412	350	469	407	49	439	30	443	56	42	54
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	63	474	402	539	468	56	505	34	509	64	48	62
RTOR Reduction (vph)	0	137	0	0	8	0	0	303	0	0	0	37
Lane Group Flow (vph)	63	739	0	539	516	0	485	260	0	0	112	25
Turn Type	Prot			Prot			Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												6
Actuated Green, G (s)	6.8	24.8		17.0	35.0		37.0	37.0			11.6	11.6
Effective Green, g (s)	6.8	24.8		17.0	35.0		37.0	37.0			11.6	11.6
Actuated g/C Ratio	0.06	0.23		0.16	0.33		0.35	0.35			0.11	0.11
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	113	768		549	1145		585	531			197	173
v/s Ratio Prot	0.04	c0.22		c0.16	0.15		c0.29	0.17			c0.06	
v/s Ratio Perm												0.02
v/c Ratio	0.56	0.96		0.98	0.45		0.83	0.49			0.57	0.14
Uniform Delay, d1	48.3	40.3		44.5	28.1		31.8	27.3			45.0	42.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	5.8	23.4		33.6	0.3		12.8	3.2			3.7	0.4
Delay (s)	54.2	63.7		78.1	28.4		44.6	30.5			48.8	43.3
Level of Service	D	E		E	C		D	C			D	D
Approach Delay (s)		63.1			53.6			37.0			46.8	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM Average Control Delay	50.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	106.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	81.2%	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	
Lane Util. Factor								1.00			1.00	
Frt								1.00			1.00	
Flt Protected								1.00			1.00	
Satd. Flow (prot)								1863			1863	
Flt Permitted								1.00			1.00	
Satd. Flow (perm)								1863			1863	
Volume (vph)	0	0	0	0	0	0	0	919	0	0	875	0
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	0	0	0	0	0	0	1056	0	0	1006	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	1056	0	0	1006	0
Turn Type												
Protected Phases		4			8			2			6	
Permitted Phases												
Actuated Green, G (s)								102.4			102.4	
Effective Green, g (s)								102.4			102.4	
Actuated g/C Ratio								0.85			0.85	
Clearance Time (s)								4.0			4.0	
Vehicle Extension (s)								3.0			3.0	
Lane Grp Cap (vph)								1579			1579	
v/s Ratio Prot								c0.57			0.54	
v/s Ratio Perm												
v/c Ratio								0.67			0.64	
Uniform Delay, d1								3.2			3.0	
Progression Factor								1.00			1.00	
Incremental Delay, d2								2.3			2.0	
Delay (s)								5.5			5.0	
Level of Service								A			A	
Approach Delay (s)		0.0			0.0			5.5			5.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	5.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	120.8	Sum of lost time (s)	18.4
Intersection Capacity Utilization	51.7%	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												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	79	0	27	7	0	18	22	817	3	13	757	99
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)	91	0	31	8	0	21	25	939	3	15	870	114
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	1969	1950	927	1979	2005	941	984			943		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1969	1950	927	1979	2005	941	984			943		
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 %	0	100	90	80	100	94	96			98		
cM capacity (veh/h)	42	61	325	40	56	319	702			728		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	91	31	29	968	999
Volume Left	91	0	8	25	15
Volume Right	0	31	21	3	114
cSH	42	325	108	702	728
Volume to Capacity	2.16	0.10	0.27	0.04	0.02
Queue Length 95th (ft)	241	8	25	3	2
Control Delay (s)	741.0	17.2	50.0	1.1	0.6
Lane LOS	F	C	F	A	A
Approach Delay (s)	556.6		50.0	1.1	0.6
Approach LOS	F		F		

Intersection Summary			
Average Delay	33.5		
Intersection Capacity Utilization	73.2%	ICU Level of Service	D
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)	2	0	2	8	0	10	2	638	26	7	665	8
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)	2	0	2	9	0	11	2	733	30	8	764	9
Pedestrians		7			7			7			7	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1563	1567	783	1554	1557	762	781			770		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1563	1567	783	1554	1557	762	781			770		
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 %	97	100	99	90	100	97	100			99		
cM capacity (veh/h)	85	108	389	89	110	400	832			839		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	5	21	766	782
Volume Left	2	9	2	8
Volume Right	2	11	30	9
cSH	140	156	832	839
Volume to Capacity	0.03	0.13	0.00	0.01
Queue Length 95th (ft)	3	11	0	1
Control Delay (s)	31.6	31.5	0.1	0.3
Lane LOS	D	D	A	A
Approach Delay (s)	31.6	31.5	0.1	0.3
Approach LOS	D	D		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	50.6%	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)	27	9	6	609	647	45
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	31	10	7	700	744	52
Pedestrians	17				16	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				1	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1516	787	812			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1516	787	812			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	75	97	99			
cM capacity (veh/h)	127	386	803			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	41	707	795
Volume Left	31	7	0
Volume Right	10	0	52
cSH	152	803	1700
Volume to Capacity	0.27	0.01	0.47
Queue Length 95th (ft)	26	1	0
Control Delay (s)	37.3	0.2	0.0
Lane LOS	E	A	
Approach Delay (s)	37.3	0.2	0.0
Approach LOS	E		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	46.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	2	6	7	1	5	3	564	2	4	572	9
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)	5	2	7	8	1	6	3	648	2	5	657	10
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	1334	1329	663	1336	1333	649	668			651		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1334	1329	663	1336	1333	649	668			651		
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 %	96	99	99	94	99	99	100			100		
cM capacity (veh/h)	128	153	461	126	153	469	922			936		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	14	15	654	672
Volume Left	5	8	3	5
Volume Right	7	6	2	10
cSH	209	179	922	936
Volume to Capacity	0.07	0.08	0.00	0.00
Queue Length 95th (ft)	5	7	0	0
Control Delay (s)	23.4	27.0	0.1	0.1
Lane LOS	C	D	A	A
Approach Delay (s)	23.4	27.0	0.1	0.1
Approach LOS	C	D		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	43.4%	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)	3	1	1	566	578	8
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	3	1	1	651	664	9
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	1322	669	674			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1322	669	674			
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	100	100			
cM capacity (veh/h)	172	458	917			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	5	1	651	674
Volume Left	3	1	0	0
Volume Right	1	0	0	9
cSH	204	917	1700	1700
Volume to Capacity	0.02	0.00	0.38	0.40
Queue Length 95th (ft)	2	0	0	0
Control Delay (s)	23.0	8.9	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	23.0	0.0		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	40.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	1	0	0	0	2	556	0	0	600	3
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)	0	0	1	0	0	0	2	639	0	0	690	3
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	1335	1335	691	1336	1337	639	693			639		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1335	1335	691	1336	1337	639	693			639		
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 %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	130	153	444	130	153	476	902			945		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	1	0	641	693
Volume Left	0	0	2	0
Volume Right	1	0	0	3
cSH	444	1700	902	945
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	13.1	0.0	0.1	0.0
Lane LOS	B	A	A	
Approach Delay (s)	13.1	0.0	0.1	0.0
Approach LOS	B	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	41.8%	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			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	11	0	13	5	0	12	11	529	10	7	582	10
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)	13	0	15	6	0	14	13	608	11	8	669	11
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	1344	1336	675	1345	1336	614	680			620		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1344	1336	675	1345	1336	614	680			620		
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 %	90	100	97	95	100	97	99			99		
cM capacity (veh/h)	123	150	454	122	150	492	912			961		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	13	15	6	14	632	689
Volume Left	13	0	6	0	13	8
Volume Right	0	15	0	14	11	11
cSH	123	454	122	492	912	961
Volume to Capacity	0.10	0.03	0.05	0.03	0.01	0.01
Queue Length 95th (ft)	8	3	4	2	1	1
Control Delay (s)	37.5	13.2	35.9	12.5	0.4	0.2
Lane LOS	E	B	E	B	A	A
Approach Delay (s)	24.4		19.4		0.4	0.2
Approach LOS	C		C			

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	48.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	10	0	13	3	0	5	6	555	1	2	604	11
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)	11	0	15	3	0	6	7	638	1	2	694	13
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	1363	1358	701	1372	1364	639	707			639		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1363	1358	701	1372	1364	639	707			639		
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 %	91	100	97	97	100	99	99			100		
cM capacity (veh/h)	122	147	439	118	146	476	892			945		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	26	9	646	709
Volume Left	11	3	7	2
Volume Right	15	6	1	13
cSH	207	223	892	945
Volume to Capacity	0.13	0.04	0.01	0.00
Queue Length 95th (ft)	11	3	1	0
Control Delay (s)	25.0	21.9	0.2	0.1
Lane LOS	C	C	A	A
Approach Delay (s)	25.0	21.9	0.2	0.1
Approach LOS	C	C		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	43.7%	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)	44	21	15	559	615	42
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	51	24	17	643	707	48
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	1408	731	755			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1408	731	755			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	66	94	98			
cM capacity (veh/h)	150	422	855			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	75	660	755
Volume Left	51	17	0
Volume Right	24	0	48
cSH	189	855	1700
Volume to Capacity	0.39	0.02	0.44
Queue Length 95th (ft)	44	2	0
Control Delay (s)	35.9	0.5	0.0
Lane LOS	E	A	
Approach Delay (s)	35.9	0.5	0.0
Approach LOS	E		

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	51.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	622	40	13	448	18	11
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	715	46	15	515	21	13
Pedestrians	8			6		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	1			0		
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			761		1291	744
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			761		1291	744
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		88	97
cM capacity (veh/h)			851		176	413

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	761	530	33
Volume Left	0	15	21
Volume Right	46	0	13
cSH	1700	851	225
Volume to Capacity	0.45	0.02	0.15
Queue Length 95th (ft)	0	1	13
Control Delay (s)	0.0	0.5	23.8
Lane LOS		A	C
Approach Delay (s)	0.0	0.5	23.8
Approach LOS			C

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	47.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	8	0	2	6	0	4	3	466	0	1	626	16
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)	9	0	2	7	0	5	3	536	0	1	720	18
Pedestrians		21			30			30			30	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1329	1325	780	1336	1334	596	759			566		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1329	1325	780	1336	1334	596	759			566		
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 %	92	100	99	94	100	99	100			100		
cM capacity (veh/h)	121	148	379	119	147	479	838			981		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	11	11	539	739
Volume Left	9	7	3	1
Volume Right	2	5	0	18
cSH	140	170	838	981
Volume to Capacity	0.08	0.07	0.00	0.00
Queue Length 95th (ft)	7	5	0	0
Control Delay (s)	33.1	27.7	0.1	0.0
Lane LOS	D	D	A	A
Approach Delay (s)	33.1	27.7	0.1	0.0
Approach LOS	D	D		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	51.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		0.97	0.95		0.95	0.95			1.00	1.00
Frt	1.00	0.93		1.00	0.98		1.00	0.86			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.97	1.00
Satd. Flow (prot)	1770	3287		3433	3482		1681	1528			1811	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.97	1.00
Satd. Flow (perm)	1770	3287		3433	3482		1681	1528			1811	1583
Volume (vph)	55	412	372	487	407	49	444	31	451	56	41	54
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	63	474	428	560	468	56	510	36	518	64	47	62
RTOR Reduction (vph)	0	139	0	0	7	0	0	278	0	0	0	37
Lane Group Flow (vph)	63	763	0	560	517	0	489	297	0	0	111	25
Turn Type	Prot			Prot			Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												6
Actuated Green, G (s)	6.9	26.9		18.0	38.0		37.0	37.0			11.9	11.9
Effective Green, g (s)	6.9	26.9		18.0	38.0		37.0	37.0			11.9	11.9
Actuated g/C Ratio	0.06	0.24		0.16	0.35		0.34	0.34			0.11	0.11
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	111	805		563	1205		566	515			196	172
v/s Ratio Prot	0.04	c0.23		c0.16	0.15		c0.29	0.19			c0.06	
v/s Ratio Perm												0.02
v/c Ratio	0.57	0.95		0.99	0.43		0.86	0.58			0.57	0.15
Uniform Delay, d1	50.0	40.8		45.9	27.6		34.0	30.0			46.5	44.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	6.5	19.9		36.3	0.2		16.0	4.7			3.7	0.4
Delay (s)	56.5	60.7		82.2	27.8		50.1	34.6			50.2	44.8
Level of Service	E	E		F	C		D	C			D	D
Approach Delay (s)		60.4			55.9			41.7			48.3	
Approach LOS		E			E			D			D	

Intersection Summary			
HCM Average Control Delay	52.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	109.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	82.8%	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
Total Lost time (s)								4.0			4.0	
Lane Util. Factor								1.00			1.00	
Frt								1.00			1.00	
Flt Protected								1.00			1.00	
Satd. Flow (prot)								1863			1863	
Flt Permitted								1.00			1.00	
Satd. Flow (perm)								1863			1863	
Volume (vph)	0	0	0	0	0	0	0	933	0	0	914	0
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	0	0	0	0	0	0	1072	0	0	1051	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	1072	0	0	1051	0
Turn Type												
Protected Phases		4			8			2			6	
Permitted Phases												
Actuated Green, G (s)								102.4			102.4	
Effective Green, g (s)								102.4			102.4	
Actuated g/C Ratio								0.85			0.85	
Clearance Time (s)								4.0			4.0	
Vehicle Extension (s)								3.0			3.0	
Lane Grp Cap (vph)								1579			1579	
v/s Ratio Prot								c0.58			0.56	
v/s Ratio Perm												
v/c Ratio								0.68			0.67	
Uniform Delay, d1								3.3			3.2	
Progression Factor								1.00			1.00	
Incremental Delay, d2								2.4			2.2	
Delay (s)								5.7			5.5	
Level of Service								A			A	
Approach Delay (s)		0.0			0.0			5.7			5.5	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	5.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	120.8	Sum of lost time (s)	18.4
Intersection Capacity Utilization	52.4%	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												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	79	0	26	7	0	18	22	832	3	13	796	99
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)	91	0	30	8	0	21	25	956	3	15	915	114
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	2031	2012	972	2040	2067	958	1029			960		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2031	2012	972	2040	2067	958	1029			960		
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 %	0	100	90	78	100	93	96			98		
cM capacity (veh/h)	38	55	306	36	51	312	675			717		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	91	30	29	985	1044
Volume Left	91	0	8	25	15
Volume Right	0	30	21	3	114
cSH	38	306	99	675	717
Volume to Capacity	2.40	0.10	0.29	0.04	0.02
Queue Length 95th (ft)	250	8	27	3	2
Control Delay (s)	864.1	18.0	55.4	1.2	0.7
Lane LOS	F	C	F	A	A
Approach Delay (s)	654.6		55.4	1.2	0.7
Approach LOS	F		F		

Intersection Summary			
Average Delay	37.8		
Intersection Capacity Utilization	74.2%	ICU Level of Service	D
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)	2	0	2	8	0	10	2	633	26	7	702	8
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)	2	0	2	9	0	11	2	728	30	8	807	9
Pedestrians		7			7			7			7	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1600	1604	825	1591	1593	757	823			764		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1600	1604	825	1591	1593	757	823			764		
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 %	97	100	99	89	100	97	100			99		
cM capacity (veh/h)	81	103	368	84	104	403	802			844		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	5	21	760	824
Volume Left	2	9	2	8
Volume Right	2	11	30	9
cSH	132	149	802	844
Volume to Capacity	0.03	0.14	0.00	0.01
Queue Length 95th (ft)	3	12	0	1
Control Delay (s)	33.2	32.9	0.1	0.3
Lane LOS	D	D	A	A
Approach Delay (s)	33.2	32.9	0.1	0.3
Approach LOS	D	D		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	52.6%	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)	27	9	6	630	686	45
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	31	10	7	724	789	52
Pedestrians	17				16	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				1	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1585	831	857			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1585	831	857			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	73	97	99			
cM capacity (veh/h)	115	364	772			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	41	731	840
Volume Left	31	7	0
Volume Right	10	0	52
cSH	139	772	1700
Volume to Capacity	0.30	0.01	0.49
Queue Length 95th (ft)	29	1	0
Control Delay (s)	41.7	0.2	0.0
Lane LOS	E	A	
Approach Delay (s)	41.7	0.2	0.0
Approach LOS	E		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	48.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	2	6	7	1	5	3	584	2	4	612	9
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)	5	2	7	8	1	6	3	671	2	5	703	10
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	1403	1398	709	1405	1402	672	714			674		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1403	1398	709	1405	1402	672	714			674		
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 %	96	98	98	93	99	99	100			99		
cM capacity (veh/h)	114	139	434	113	139	456	886			917		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	14	15	677	718
Volume Left	5	8	3	5
Volume Right	7	6	2	10
cSH	190	162	886	917
Volume to Capacity	0.07	0.09	0.00	0.01
Queue Length 95th (ft)	6	7	0	0
Control Delay (s)	25.4	29.5	0.1	0.1
Lane LOS	D	D	A	A
Approach Delay (s)	25.4	29.5	0.1	0.1
Approach LOS	D	D		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	45.5%	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)	3	1	1	586	618	8
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	3	1	1	674	710	9
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	1391	715	720			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1391	715	720			
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	100	100			
cM capacity (veh/h)	156	431	882			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	5	1	674	720
Volume Left	3	1	0	0
Volume Right	1	0	0	9
cSH	186	882	1700	1700
Volume to Capacity	0.02	0.00	0.40	0.42
Queue Length 95th (ft)	2	0	0	0
Control Delay (s)	24.8	9.1	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	24.8	0.0		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	43.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	7	0	8	0	0	0	14	568	0	0	625	20
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	0	9	0	0	0	16	653	0	0	718	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	1415	1415	730	1424	1426	653	741			653		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1415	1415	730	1424	1426	653	741			653		
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	98	100	100	100	98			100		
cM capacity (veh/h)	113	135	422	109	133	467	866			934		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	17	0	669	741
Volume Left	8	0	16	0
Volume Right	9	0	0	23
cSH	186	1700	866	934
Volume to Capacity	0.09	0.00	0.02	0.00
Queue Length 95th (ft)	8	0	1	0
Control Delay (s)	26.3	0.0	0.5	0.0
Lane LOS	D	A	A	
Approach Delay (s)	26.3	0.0	0.5	0.0
Approach LOS	D	A		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	51.1%	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			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	14	0	14	5	0	12	16	550	10	7	596	24
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)	16	0	16	6	0	14	18	632	11	8	685	28
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	1403	1395	699	1406	1403	638	713			644		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1403	1395	699	1406	1403	638	713			644		
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 %	86	100	96	95	100	97	98			99		
cM capacity (veh/h)	111	137	440	110	136	477	887			941		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	16	16	6	14	662	721
Volume Left	16	0	6	0	18	8
Volume Right	0	16	0	14	11	28
cSH	111	440	110	477	887	941
Volume to Capacity	0.14	0.04	0.05	0.03	0.02	0.01
Queue Length 95th (ft)	12	3	4	2	2	1
Control Delay (s)	42.8	13.5	39.5	12.8	0.6	0.2
Lane LOS	E	B	E	B	A	A
Approach Delay (s)	28.1		20.6		0.6	0.2
Approach LOS	D		C			

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	49.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	16	0	17	3	0	5	13	575	1	2	605	25
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)	18	0	20	3	0	6	15	661	1	2	695	29
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	1411	1406	710	1425	1420	661	724			662		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1411	1406	710	1425	1420	661	724			662		
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	95	97	100	99	98			100		
cM capacity (veh/h)	113	136	434	106	134	462	878			926		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	38	9	677	726
Volume Left	18	3	15	2
Volume Right	20	6	1	29
cSH	182	205	878	926
Volume to Capacity	0.21	0.04	0.02	0.00
Queue Length 95th (ft)	19	4	1	0
Control Delay (s)	29.9	23.4	0.5	0.1
Lane LOS	D	C	A	A
Approach Delay (s)	29.9	23.4	0.5	0.1
Approach LOS	D	C		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	49.9%	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)	44	21	13	587	621	41
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	51	24	15	675	714	47
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	1442	737	761			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1442	737	761			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	65	94	98			
cM capacity (veh/h)	143	418	851			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	75	690	761
Volume Left	51	15	0
Volume Right	24	0	47
cSH	182	851	1700
Volume to Capacity	0.41	0.02	0.45
Queue Length 95th (ft)	46	1	0
Control Delay (s)	37.9	0.5	0.0
Lane LOS	E	A	
Approach Delay (s)	37.9	0.5	0.0
Approach LOS	E		

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	51.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	628	41	13	472	17	11
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	722	47	15	543	20	13
Pedestrians	8			6		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	1			0		
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			769		1326	751
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			769		1326	751
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		88	97
cM capacity (veh/h)			845		167	408

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	769	557	32
Volume Left	0	15	20
Volume Right	47	0	13
cSH	1700	845	218
Volume to Capacity	0.45	0.02	0.15
Queue Length 95th (ft)	0	1	13
Control Delay (s)	0.0	0.5	24.4
Lane LOS		A	C
Approach Delay (s)	0.0	0.5	24.4
Approach LOS			C

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	47.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	8	0	2	6	0	4	3	490	0	1	632	17
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)	9	0	2	7	0	5	3	563	0	1	726	20
Pedestrians		21			30			30			30	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1364	1360	787	1371	1369	623	767			593		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1364	1360	787	1371	1369	623	767			593		
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 %	92	100	99	94	100	99	100			100		
cM capacity (veh/h)	114	141	375	112	140	462	832			958		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	11	11	567	747
Volume Left	9	7	3	1
Volume Right	2	5	0	20
cSH	132	161	832	958
Volume to Capacity	0.09	0.07	0.00	0.00
Queue Length 95th (ft)	7	6	0	0
Control Delay (s)	34.7	29.0	0.1	0.0
Lane LOS	D	D	A	A
Approach Delay (s)	34.7	29.0	0.1	0.0
Approach LOS	D	D		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	79	0	26	7	0	18	22	832	3	13	796	99
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)	91	0	30	8	0	21	25	956	3	15	915	114
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			None							
Median storage veh)		2										
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2031	2012	972	2040	2067	958	1029			960		
vC1, stage 1 conf vol	1002	1002										
vC2, stage 2 conf vol	1029	1010										
vCu, unblocked vol	2031	2012	972	2040	2067	958	1029			960		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5										
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	50	100	90	78	100	93	96			98		
cM capacity (veh/h)	181	214	306	36	51	312	675			717		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	91	30	29	985	1044
Volume Left	91	0	8	25	15
Volume Right	0	30	21	3	114
cSH	181	306	99	675	717
Volume to Capacity	0.50	0.10	0.29	0.04	0.02
Queue Length 95th (ft)	62	8	27	3	2
Control Delay (s)	43.4	18.0	55.4	1.2	0.7
Lane LOS	E	C	F	A	A
Approach Delay (s)	37.1		55.4	1.2	0.7
Approach LOS	E		F		

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	74.2%	ICU Level of Service	D
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	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		0.97	0.95		0.95	0.95			1.00	1.00
Frt	1.00	0.93		1.00	0.98		1.00	0.87			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.97	1.00
Satd. Flow (prot)	1770	3289		3433	3482		1681	1531			1810	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.97	1.00
Satd. Flow (perm)	1770	3289		3433	3482		1681	1531			1810	1583
Volume (vph)	55	412	369	479	407	49	444	31	448	56	40	54
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	63	474	424	551	468	56	510	36	515	64	46	62
RTOR Reduction (vph)	0	137	0	0	7	0	0	225	0	0	0	37
Lane Group Flow (vph)	63	761	0	551	517	0	476	360	0	0	110	25
Turn Type	Prot			Prot			Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												6
Actuated Green, G (s)	6.9	26.9		18.0	38.0		37.0	37.0			11.9	11.9
Effective Green, g (s)	6.9	26.9		18.0	38.0		37.0	37.0			11.9	11.9
Actuated g/C Ratio	0.06	0.24		0.16	0.35		0.34	0.34			0.11	0.11
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	111	806		563	1205		566	516			196	172
v/s Ratio Prot	0.04	c0.23		c0.16	0.15		c0.28	0.23			c0.06	
v/s Ratio Perm												0.02
v/c Ratio	0.57	0.94		0.98	0.43		0.84	0.70			0.56	0.14
Uniform Delay, d1	50.0	40.7		45.7	27.6		33.7	31.5			46.5	44.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	6.5	19.2		32.1	0.2		14.1	7.6			3.6	0.4
Delay (s)	56.5	59.9		77.8	27.8		47.7	39.1			50.1	44.7
Level of Service	E	E		E	C		D	D			D	D
Approach Delay (s)		59.7			53.5			43.0			48.2	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM Average Control Delay	51.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	109.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	82.3%	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
Total Lost time (s)								4.0			4.0	
Lane Util. Factor								1.00			1.00	
Frt								1.00			1.00	
Flt Protected								1.00			1.00	
Satd. Flow (prot)								1863			1863	
Flt Permitted								1.00			1.00	
Satd. Flow (perm)								1863			1863	
Volume (vph)	0	0	0	0	0	0	0	930	0	0	902	0
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	0	0	0	0	0	0	1069	0	0	1037	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	1069	0	0	1037	0
Turn Type												
Protected Phases		4			8			2			6	
Permitted Phases												
Actuated Green, G (s)								102.4			102.4	
Effective Green, g (s)								102.4			102.4	
Actuated g/C Ratio								0.85			0.85	
Clearance Time (s)								4.0			4.0	
Vehicle Extension (s)								3.0			3.0	
Lane Grp Cap (vph)								1579			1579	
v/s Ratio Prot								c0.57			0.56	
v/s Ratio Perm												
v/c Ratio								0.68			0.66	
Uniform Delay, d1								3.3			3.2	
Progression Factor								1.00			1.00	
Incremental Delay, d2								2.4			2.2	
Delay (s)								5.6			5.3	
Level of Service								A			A	
Approach Delay (s)		0.0			0.0			5.6			5.3	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	5.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	120.8	Sum of lost time (s)	18.4
Intersection Capacity Utilization	52.3%	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												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	79	0	27	7	0	18	21	828	3	13	784	99
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)	91	0	31	8	0	21	24	952	3	15	901	114
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	2010	1991	958	2021	2047	953	1015			955		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2010	1991	958	2021	2047	953	1015			955		
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 %	0	100	90	78	100	93	96			98		
cM capacity (veh/h)	39	57	312	37	53	314	683			720		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	91	31	29	979	1030
Volume Left	91	0	8	24	15
Volume Right	0	31	21	3	114
cSH	39	312	102	683	720
Volume to Capacity	2.31	0.10	0.28	0.04	0.02
Queue Length 95th (ft)	247	8	26	3	2
Control Delay (s)	820.1	17.8	53.7	1.1	0.7
Lane LOS	F	C	F	A	A
Approach Delay (s)	615.7		53.7	1.1	0.7
Approach LOS	F		F		

Intersection Summary			
Average Delay	36.3		
Intersection Capacity Utilization	73.3%	ICU Level of Service	D
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)	2	0	2	8	0	10	2	630	26	7	704	8
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)	2	0	2	9	0	11	2	724	30	8	809	9
Pedestrians		7			7			7			7	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1599	1603	828	1590	1592	753	825			761		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1599	1603	828	1590	1592	753	825			761		
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 %	97	100	99	89	100	97	100			99		
cM capacity (veh/h)	81	103	367	84	105	405	800			846		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	5	21	756	826
Volume Left	2	9	2	8
Volume Right	2	11	30	9
cSH	132	150	800	846
Volume to Capacity	0.03	0.14	0.00	0.01
Queue Length 95th (ft)	3	12	0	1
Control Delay (s)	33.2	32.9	0.1	0.3
Lane LOS	D	D	A	A
Approach Delay (s)	33.2	32.9	0.1	0.3
Approach LOS	D	D		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	52.7%	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)	27	9	6	626	688	45
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	31	10	7	720	791	52
Pedestrians	17				16	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				1	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1583	834	860			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1583	834	860			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	73	97	99			
cM capacity (veh/h)	115	363	771			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	41	726	843
Volume Left	31	7	0
Volume Right	10	0	52
cSH	139	771	1700
Volume to Capacity	0.30	0.01	0.50
Queue Length 95th (ft)	29	1	0
Control Delay (s)	41.6	0.2	0.0
Lane LOS	E	A	
Approach Delay (s)	41.6	0.2	0.0
Approach LOS	E		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	49.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	2	6	7	1	5	3	580	2	4	610	9
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)	5	2	7	8	1	6	3	667	2	5	701	10
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	1397	1391	706	1398	1395	668	711			669		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1397	1391	706	1398	1395	668	711			669		
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 %	96	98	98	93	99	99	100			100		
cM capacity (veh/h)	115	141	436	114	140	458	888			921		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	14	15	672	716
Volume Left	5	8	3	5
Volume Right	7	6	2	10
cSH	192	164	888	921
Volume to Capacity	0.07	0.09	0.00	0.00
Queue Length 95th (ft)	6	7	0	0
Control Delay (s)	25.2	29.2	0.1	0.1
Lane LOS	D	D	A	A
Approach Delay (s)	25.2	29.2	0.1	0.1
Approach LOS	D	D		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	45.4%	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)	3	1	1	582	616	8
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	3	1	1	669	708	9
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	1384	713	717			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1384	713	717			
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	100	100			
cM capacity (veh/h)	158	432	884			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	5	1	669	717
Volume Left	3	1	0	0
Volume Right	1	0	0	9
cSH	188	884	1700	1700
Volume to Capacity	0.02	0.00	0.39	0.42
Queue Length 95th (ft)	2	0	0	0
Control Delay (s)	24.7	9.1	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	24.7	0.0		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	42.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	2	0	2	0	0	0	8	566	0	0	627	14
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)	2	0	2	0	0	0	9	651	0	0	721	16
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	1398	1398	729	1400	1406	651	737			651		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1398	1398	729	1400	1406	651	737			651		
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 %	98	100	99	100	100	100	99			100		
cM capacity (veh/h)	117	139	423	116	138	469	869			936		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	5	0	660	737
Volume Left	2	0	9	0
Volume Right	2	0	0	16
cSH	184	1700	869	936
Volume to Capacity	0.03	0.00	0.01	0.00
Queue Length 95th (ft)	2	0	1	0
Control Delay (s)	25.1	0.0	0.3	0.0
Lane LOS	D	A	A	
Approach Delay (s)	25.1	0.0	0.3	0.0
Approach LOS	D	A		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	46.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	8	0	9	5	0	12	12	549	10	7	603	18
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)	9	0	10	6	0	14	14	631	11	8	693	21
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	1398	1390	703	1394	1394	637	714			643		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1398	1390	703	1394	1394	637	714			643		
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 %	92	100	98	95	100	97	98			99		
cM capacity (veh/h)	113	139	437	114	138	477	886			942		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	9	10	6	14	656	722
Volume Left	9	0	6	0	14	8
Volume Right	0	10	0	14	11	21
cSH	113	437	114	477	886	942
Volume to Capacity	0.08	0.02	0.05	0.03	0.02	0.01
Queue Length 95th (ft)	7	2	4	2	1	1
Control Delay (s)	39.7	13.4	38.3	12.8	0.4	0.2
Lane LOS	E	B	E	B	A	A
Approach Delay (s)	25.8		20.3		0.4	0.2
Approach LOS	D		C			

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	49.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	24	0	22	3	0	5	18	562	1	2	604	28
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)	28	0	25	3	0	6	21	646	1	2	694	32
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	1409	1403	710	1428	1419	647	726			647		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1409	1403	710	1428	1419	647	726			647		
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 %	75	100	94	97	100	99	98			100		
cM capacity (veh/h)	113	136	433	104	133	471	877			938		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	53	9	668	729
Volume Left	28	3	21	2
Volume Right	25	6	1	32
cSH	174	203	877	938
Volume to Capacity	0.30	0.05	0.02	0.00
Queue Length 95th (ft)	30	4	2	0
Control Delay (s)	34.4	23.6	0.6	0.1
Lane LOS	D	C	A	A
Approach Delay (s)	34.4	23.6	0.6	0.1
Approach LOS	D	C		

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	53.6%	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)	46	23	17	575	617	47
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	53	26	20	661	709	54
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	1436	736	763			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1436	736	763			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	63	94	98			
cM capacity (veh/h)	144	419	849			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	79	680	763
Volume Left	53	20	0
Volume Right	26	0	54
cSH	184	849	1700
Volume to Capacity	0.43	0.02	0.45
Queue Length 95th (ft)	49	2	0
Control Delay (s)	38.6	0.6	0.0
Lane LOS	E	A	
Approach Delay (s)	38.6	0.6	0.0
Approach LOS	E		

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	54.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	629	41	13	471	18	11
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	723	47	15	541	21	13
Pedestrians	8			6		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	1			0		
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			770		1326	753
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			770		1326	753
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		88	97
cM capacity (veh/h)			844		167	408

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	770	556	33
Volume Left	0	15	21
Volume Right	47	0	13
cSH	1700	844	216
Volume to Capacity	0.45	0.02	0.15
Queue Length 95th (ft)	0	1	13
Control Delay (s)	0.0	0.5	24.7
Lane LOS		A	C
Approach Delay (s)	0.0	0.5	24.7
Approach LOS			C

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	47.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	7	0	2	6	0	4	3	489	0	1	633	17
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	0	2	7	0	5	3	562	0	1	728	20
Pedestrians		21			30			30			30	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1364	1360	788	1371	1369	622	768			592		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1364	1360	788	1371	1369	622	768			592		
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	99	94	100	99	100			100		
cM capacity (veh/h)	114	141	375	112	140	463	831			959		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	10	11	566	748
Volume Left	8	7	3	1
Volume Right	2	5	0	20
cSH	135	161	831	959
Volume to Capacity	0.08	0.07	0.00	0.00
Queue Length 95th (ft)	6	6	0	0
Control Delay (s)	33.9	29.0	0.1	0.0
Lane LOS	D	D	A	A
Approach Delay (s)	33.9	29.0	0.1	0.0
Approach LOS	D	D		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	51.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	79	0	27	7	0	18	21	828	3	13	784	99
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)	91	0	31	8	0	21	24	952	3	15	901	114
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			None							
Median storage veh)		2										
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2010	1991	958	2021	2047	953	1015			955		
vC1, stage 1 conf vol	988	988										
vC2, stage 2 conf vol	1022	1003										
vCu, unblocked vol	2010	1991	958	2021	2047	953	1015			955		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5										
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	51	100	90	78	100	93	96			98		
cM capacity (veh/h)	184	217	312	37	53	314	683			720		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	91	31	29	979	1030
Volume Left	91	0	8	24	15
Volume Right	0	31	21	3	114
cSH	184	312	102	683	720
Volume to Capacity	0.49	0.10	0.28	0.04	0.02
Queue Length 95th (ft)	61	8	26	3	2
Control Delay (s)	42.3	17.8	53.7	1.1	0.7
Lane LOS	E	C	F	A	A
Approach Delay (s)	36.1		53.7	1.1	0.7
Approach LOS	E		F		

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	73.3%	ICU Level of Service	D
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	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		0.97	0.95		0.95	0.95			1.00	1.00
Frt	1.00	0.93		1.00	0.98		1.00	0.88			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.99			0.97	1.00
Satd. Flow (prot)	1770	3277		3433	3468		1681	1545			1811	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	0.99			0.97	1.00
Satd. Flow (perm)	1770	3277		3433	3468		1681	1545			1811	1583
Volume (vph)	55	314	306	365	313	49	322	30	306	56	41	54
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	63	361	352	420	360	56	370	34	352	64	47	62
RTOR Reduction (vph)	0	199	0	0	13	0	0	167	0	0	0	48
Lane Group Flow (vph)	63	514	0	420	403	0	325	264	0	0	111	14
Turn Type	Prot			Prot			Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												6
Actuated Green, G (s)	3.7	17.3		12.3	25.9		24.8	24.8			8.4	8.4
Effective Green, g (s)	3.7	17.3		12.3	25.9		24.8	24.8			8.4	8.4
Actuated g/C Ratio	0.05	0.22		0.16	0.33		0.31	0.31			0.11	0.11
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	83	719		536	1140		529	486			193	169
v/s Ratio Prot	0.04	c0.16		c0.12	0.12		c0.19	0.17			c0.06	
v/s Ratio Perm												0.01
v/c Ratio	0.76	0.71		0.78	0.35		0.61	0.54			0.58	0.08
Uniform Delay, d1	37.1	28.5		32.0	20.1		22.9	22.3			33.5	31.7
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	32.1	3.4		7.4	0.2		5.3	4.3			4.1	0.2
Delay (s)	69.3	31.9		39.3	20.3		28.2	26.7			37.6	31.9
Level of Service	E	C		D	C		C	C			D	C
Approach Delay (s)		34.9			29.9			27.3			35.6	
Approach LOS		C			C			C			D	

Intersection Summary			
HCM Average Control Delay	31.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	78.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
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	
Lane Util. Factor								1.00			1.00	
Frt								1.00			1.00	
Flt Protected								1.00			1.00	
Satd. Flow (prot)								1863			1863	
Flt Permitted								1.00			1.00	
Satd. Flow (perm)								1863			1863	
Volume (vph)	0	0	0	0	0	0	0	655	0	0	709	0
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	0	0	0	0	0	0	753	0	0	815	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	753	0	0	815	0
Turn Type												
Protected Phases		4			8			2			6	
Permitted Phases												
Actuated Green, G (s)								102.4			102.4	
Effective Green, g (s)								102.4			102.4	
Actuated g/C Ratio								0.85			0.85	
Clearance Time (s)								4.0			4.0	
Vehicle Extension (s)								3.0			3.0	
Lane Grp Cap (vph)								1579			1579	
v/s Ratio Prot								0.40			c0.44	
v/s Ratio Perm												
v/c Ratio								0.48			0.52	
Uniform Delay, d1								2.4			2.5	
Progression Factor								1.00			1.00	
Incremental Delay, d2								1.0			1.2	
Delay (s)								3.4			3.7	
Level of Service								A			A	
Approach Delay (s)		0.0			0.0			3.4			3.7	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	3.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	120.8	Sum of lost time (s)	18.4
Intersection Capacity Utilization	40.6%	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												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	79	0	18	7	0	18	34	586	3	13	615	99
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)	91	0	21	8	0	21	39	674	3	15	707	114
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	1568	1549	764	1568	1604	675	821			677		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1568	1549	764	1568	1604	675	821			677		
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 %	0	100	95	90	100	95	95			98		
cM capacity (veh/h)	82	107	404	81	99	454	808			915		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	91	21	29	716	836
Volume Left	91	0	8	39	15
Volume Right	0	21	21	3	114
cSH	82	404	199	808	915
Volume to Capacity	1.11	0.05	0.14	0.05	0.02
Queue Length 95th (ft)	161	4	12	4	1
Control Delay (s)	224.5	14.4	26.2	1.3	0.4
Lane LOS	F	B	D	A	A
Approach Delay (s)	185.5		26.2	1.3	0.4
Approach LOS	F		D		

Intersection Summary			
Average Delay	13.4		
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	2	0	2	8	0	10	2	467	26	7	547	8
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)	2	0	2	9	0	11	2	537	30	8	629	9
Pedestrians		7			7			7			7	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1231	1235	647	1222	1224	566	645			574		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1231	1235	647	1222	1224	566	645			574		
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 %	98	100	100	94	100	98	100			99		
cM capacity (veh/h)	146	173	465	151	175	518	935			993		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	5	21	569	646
Volume Left	2	9	2	8
Volume Right	2	11	30	9
cSH	223	249	935	993
Volume to Capacity	0.02	0.08	0.00	0.01
Queue Length 95th (ft)	2	7	0	1
Control Delay (s)	21.5	20.7	0.1	0.2
Lane LOS	C	C	A	A
Approach Delay (s)	21.5	20.7	0.1	0.2
Approach LOS	C	C		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	44.3%	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)	27	9	6	455	515	45
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	31	10	7	523	592	52
Pedestrians	17				16	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				1	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1188	635	661			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1188	635	661			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	85	98	99			
cM capacity (veh/h)	201	472	914			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	41	530	644
Volume Left	31	7	0
Volume Right	10	0	52
cSH	234	914	1700
Volume to Capacity	0.18	0.01	0.38
Queue Length 95th (ft)	16	1	0
Control Delay (s)	23.6	0.2	0.0
Lane LOS	C	A	
Approach Delay (s)	23.6	0.2	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	40.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	2	6	7	1	5	3	460	2	4	456	9
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)	5	2	7	8	1	6	3	529	2	5	524	10
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	1082	1076	529	1083	1080	530	534			531		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1082	1076	529	1083	1080	530	534			531		
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 %	98	99	99	96	99	99	100			100		
cM capacity (veh/h)	191	217	549	190	216	549	1033			1036		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	14	15	534	539
Volume Left	5	8	3	5
Volume Right	7	6	2	10
cSH	292	257	1033	1036
Volume to Capacity	0.05	0.06	0.00	0.00
Queue Length 95th (ft)	4	5	0	0
Control Delay (s)	17.9	19.9	0.1	0.1
Lane LOS	C	C	A	A
Approach Delay (s)	17.9	19.9	0.1	0.1
Approach LOS	C	C		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	37.2%	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)	3	1	1	461	461	8
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	3	1	1	530	530	9
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	1067	534	539			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1067	534	539			
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	100	100			
cM capacity (veh/h)	246	546	1029			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	5	1	530	539
Volume Left	3	1	0	0
Volume Right	1	0	0	9
cSH	285	1029	1700	1700
Volume to Capacity	0.02	0.00	0.31	0.32
Queue Length 95th (ft)	1	0	0	0
Control Delay (s)	17.8	8.5	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	17.8	0.0		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	34.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	1	0	1	0	0	0	6	484	0	0	466	19
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)	1	0	1	0	0	0	7	556	0	0	536	22
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	1117	1117	547	1118	1128	556	557			556		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1117	1117	547	1118	1128	556	557			556		
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 %	99	100	100	100	100	100	99			100		
cM capacity (veh/h)	184	206	537	183	203	530	1013			1014		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	2	0	563	557
Volume Left	1	0	7	0
Volume Right	1	0	0	22
cSH	274	1700	1013	1014
Volume to Capacity	0.01	0.00	0.01	0.00
Queue Length 95th (ft)	1	0	1	0
Control Delay (s)	18.3	0.0	0.2	0.0
Lane LOS	C	A	A	
Approach Delay (s)	18.3	0.0	0.2	0.0
Approach LOS	C	A		

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	40.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	22	0	11	5	0	12	8	467	10	7	438	22
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)	25	0	13	6	0	14	9	537	11	8	503	25
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	1107	1099	516	1106	1106	543	529			548		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1107	1099	516	1106	1106	543	529			548		
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 %	86	100	98	97	100	97	99			99		
cM capacity (veh/h)	180	209	559	181	207	540	1038			1021		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	25	13	6	14	557	537
Volume Left	25	0	6	0	9	8
Volume Right	0	13	0	14	11	25
cSH	180	559	181	540	1038	1021
Volume to Capacity	0.14	0.02	0.03	0.03	0.01	0.01
Queue Length 95th (ft)	12	2	2	2	1	1
Control Delay (s)	28.2	11.6	25.5	11.8	0.2	0.2
Lane LOS	D	B	D	B	A	A
Approach Delay (s)	22.6		15.9		0.2	0.2
Approach LOS	C		C			

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	42.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	164	0	66	3	0	5	23	314	1	2	382	74
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)	189	0	76	3	0	6	26	361	1	2	439	85
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	906	901	482	976	943	361	524			362		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	906	901	482	976	943	361	524			362		
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 %	24	100	87	98	100	99	97			100		
cM capacity (veh/h)	249	270	585	196	255	683	1042			1197		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	264	9	389	526
Volume Left	189	3	26	2
Volume Right	76	6	1	85
cSH	299	354	1042	1197
Volume to Capacity	0.89	0.03	0.03	0.00
Queue Length 95th (ft)	201	2	2	0
Control Delay (s)	65.2	15.4	0.8	0.1
Lane LOS	F	C	A	A
Approach Delay (s)	65.2	15.4	0.8	0.1
Approach LOS	F	C		

Intersection Summary			
Average Delay	14.9		
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
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)	33	15	11	338	427	42
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	38	17	13	389	491	48
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	929	515	539			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	929	515	539			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	87	97	99			
cM capacity (veh/h)	294	560	1029			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	55	401	539
Volume Left	38	13	0
Volume Right	17	0	48
cSH	345	1029	1700
Volume to Capacity	0.16	0.01	0.32
Queue Length 95th (ft)	14	1	0
Control Delay (s)	17.4	0.4	0.0
Lane LOS	C	A	
Approach Delay (s)	17.4	0.4	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	36.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	79	0	18	7	0	18	34	586	3	13	615	99
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)	91	0	21	8	0	21	39	674	3	15	707	114
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			None							
Median storage veh)		2										
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1568	1549	764	1568	1604	675	821			677		
vC1, stage 1 conf vol	794	794										
vC2, stage 2 conf vol	774	755										
vCu, unblocked vol	1568	1549	764	1568	1604	675	821			677		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5										
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	65	100	95	90	100	95	95			98		
cM capacity (veh/h)	259	287	404	81	99	454	808			915		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	91	21	29	716	836
Volume Left	91	0	8	39	15
Volume Right	0	21	21	3	114
cSH	259	404	199	808	915
Volume to Capacity	0.35	0.05	0.14	0.05	0.02
Queue Length 95th (ft)	38	4	12	4	1
Control Delay (s)	26.3	14.4	26.2	1.3	0.4
Lane LOS	D	B	D	A	A
Approach Delay (s)	24.1		26.2	1.3	0.4
Approach LOS	C		D		

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	164	0	66	3	0	5	23	314	1	2	382	74
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)	189	0	76	3	0	6	26	361	1	2	439	85
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	906	901	482	976	943	361	524			362		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	906	901	482	976	943	361	524			362		
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 %	24	100	87	98	100	99	97			100		
cM capacity (veh/h)	249	270	585	196	255	683	1042			1197		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	189	76	9	389	526
Volume Left	189	0	3	26	2
Volume Right	0	76	6	1	85
cSH	249	585	354	1042	1197
Volume to Capacity	0.76	0.13	0.03	0.03	0.00
Queue Length 95th (ft)	136	11	2	2	0
Control Delay (s)	53.5	12.1	15.4	0.8	0.1
Lane LOS	F	B	C	A	A
Approach Delay (s)	41.6		15.4	0.8	0.1
Approach LOS	E		C		

Intersection Summary			
Average Delay	9.7		
Intersection Capacity Utilization	55.9%	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	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		0.97	0.95		0.95	0.95			1.00	1.00
Frt	1.00	0.93		1.00	0.98		1.00	0.88			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.99			0.97	1.00
Satd. Flow (prot)	1770	3298		3433	3468		1681	1548			1811	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	0.99			0.97	1.00
Satd. Flow (perm)	1770	3298		3433	3468		1681	1548			1811	1583
Volume (vph)	55	314	261	338	313	49	312	30	281	56	42	54
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	63	361	300	389	360	56	359	34	323	64	48	62
RTOR Reduction (vph)	0	173	0	0	14	0	0	148	0	0	0	48
Lane Group Flow (vph)	63	488	0	389	402	0	312	256	0	0	112	14
Turn Type	Prot			Prot			Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												6
Actuated Green, G (s)	3.7	16.9		11.5	24.7		24.8	24.8			8.4	8.4
Effective Green, g (s)	3.7	16.9		11.5	24.7		24.8	24.8			8.4	8.4
Actuated g/C Ratio	0.05	0.22		0.15	0.32		0.32	0.32			0.11	0.11
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	84	718		509	1104		537	495			196	171
v/s Ratio Prot	0.04	c0.15		c0.11	0.12		c0.19	0.17			c0.06	
v/s Ratio Perm												0.01
v/c Ratio	0.75	0.68		0.76	0.36		0.58	0.52			0.57	0.08
Uniform Delay, d1	36.5	27.9		31.7	20.4		22.1	21.5			32.9	31.1
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	30.8	2.6		6.7	0.2		4.5	3.8			4.0	0.2
Delay (s)	67.3	30.4		38.5	20.6		26.6	25.3			36.9	31.3
Level of Service	E	C		D	C		C	C			D	C
Approach Delay (s)		33.6			29.2			25.9			34.9	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	30.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	77.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	63.4%	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												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)								4.0			4.0	
Lane Util. Factor								1.00			1.00	
Frt								1.00			1.00	
Flt Protected								1.00			1.00	
Satd. Flow (prot)								1863			1863	
Flt Permitted								1.00			1.00	
Satd. Flow (perm)								1863			1863	
Volume (vph)	0	0	0	0	0	0	0	620	0	0	638	0
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	0	0	0	0	0	0	713	0	0	733	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	713	0	0	733	0
Turn Type												
Protected Phases		4			8			2			6	
Permitted Phases												
Actuated Green, G (s)								102.4			102.4	
Effective Green, g (s)								102.4			102.4	
Actuated g/C Ratio								0.85			0.85	
Clearance Time (s)								4.0			4.0	
Vehicle Extension (s)								3.0			3.0	
Lane Grp Cap (vph)								1579			1579	
v/s Ratio Prot								0.38			c0.39	
v/s Ratio Perm												
v/c Ratio								0.45			0.46	
Uniform Delay, d1								2.3			2.3	
Progression Factor								1.00			1.00	
Incremental Delay, d2								0.9			1.0	
Delay (s)								3.2			3.3	
Level of Service								A			A	
Approach Delay (s)		0.0			0.0			3.2			3.3	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	3.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	120.8	Sum of lost time (s)	18.4
Intersection Capacity Utilization	36.9%	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												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	79	0	12	7	0	18	7	551	3	13	544	99
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)	91	0	14	8	0	21	8	633	3	15	625	114
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	1384	1365	682	1377	1420	635	739			637		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1384	1365	682	1377	1420	635	739			637		
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 %	20	100	97	93	100	96	99			98		
cM capacity (veh/h)	113	144	450	116	133	478	867			947		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	91	14	29	645	754
Volume Left	91	0	8	8	15
Volume Right	0	14	21	3	114
cSH	113	450	255	867	947
Volume to Capacity	0.80	0.03	0.11	0.01	0.02
Queue Length 95th (ft)	115	2	9	1	1
Control Delay (s)	107.8	13.3	20.9	0.2	0.4
Lane LOS	F	B	C	A	A
Approach Delay (s)	95.3		20.9	0.2	0.4
Approach LOS	F		C		

Intersection Summary			
Average Delay	7.2		
Intersection Capacity Utilization	60.1%	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			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	2	0	2	8	0	10	2	390	26	7	464	8
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)	2	0	2	9	0	11	2	448	30	8	533	9
Pedestrians		7			7			7			7	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1047	1051	552	1038	1040	477	550			485		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1047	1051	552	1038	1040	477	550			485		
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 %	99	100	100	95	100	98	100			99		
cM capacity (veh/h)	196	222	527	202	225	581	1014			1071		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	5	21	480	551
Volume Left	2	9	2	8
Volume Right	2	11	30	9
cSH	286	317	1014	1071
Volume to Capacity	0.02	0.07	0.00	0.01
Queue Length 95th (ft)	1	5	0	1
Control Delay (s)	17.8	17.1	0.1	0.2
Lane LOS	C	C	A	A
Approach Delay (s)	17.8	17.1	0.1	0.2
Approach LOS	C	C		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	39.8%	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)	27	9	6	325	425	45
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	31	10	7	374	489	52
Pedestrians	17				16	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				1	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	935	531	557			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	935	531	557			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	89	98	99			
cM capacity (veh/h)	285	540	999			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	41	380	540
Volume Left	31	7	0
Volume Right	10	0	52
cSH	323	999	1700
Volume to Capacity	0.13	0.01	0.32
Queue Length 95th (ft)	11	1	0
Control Delay (s)	17.8	0.2	0.0
Lane LOS	C	A	
Approach Delay (s)	17.8	0.2	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	35.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	2	6	7	1	5	3	294	2	4	356	9
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)	5	2	7	8	1	6	3	338	2	5	409	10
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	776	771	414	778	775	339	420			340		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	776	771	414	778	775	339	420			340		
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 %	99	99	99	97	100	99	100			100		
cM capacity (veh/h)	310	329	638	307	327	703	1140			1219		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	14	15	344	424
Volume Left	5	8	3	5
Volume Right	7	6	2	10
cSH	422	394	1140	1219
Volume to Capacity	0.03	0.04	0.00	0.00
Queue Length 95th (ft)	3	3	0	0
Control Delay (s)	13.8	14.5	0.1	0.1
Lane LOS	B	B	A	A
Approach Delay (s)	13.8	14.5	0.1	0.1
Approach LOS	B	B		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	31.8%	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)	3	1	1	295	361	8
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	3	1	1	339	415	9
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	761	420	424			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	761	420	424			
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	100	100			
cM capacity (veh/h)	373	634	1135			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	5	1	339	424
Volume Left	3	1	0	0
Volume Right	1	0	0	9
cSH	416	1135	1700	1700
Volume to Capacity	0.01	0.00	0.20	0.25
Queue Length 95th (ft)	1	0	0	0
Control Delay (s)	13.8	8.2	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	13.8	0.0		0.0
Approach LOS	B			

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	29.5%	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		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	1	0	0	0	2	319	0	0	381	2
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)	0	0	1	0	0	0	2	367	0	0	438	2
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	810	810	439	811	811	367	440			367		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	810	810	439	811	811	367	440			367		
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 %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	298	313	618	297	313	679	1120			1192		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	1	0	369	440
Volume Left	0	0	2	0
Volume Right	1	0	0	2
cSH	618	1700	1120	1192
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	10.8	0.0	0.1	0.0
Lane LOS	B	A	A	
Approach Delay (s)	10.8	0.0	0.1	0.0
Approach LOS	B	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	30.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	10	0	12	5	0	12	11	310	10	7	367	8
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)	11	0	14	6	0	14	13	356	11	8	422	9
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	844	836	426	844	834	362	431			368		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	844	836	426	844	834	362	431			368		
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 %	96	100	98	98	100	98	99			99		
cM capacity (veh/h)	274	298	628	273	298	683	1128			1191		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	11	14	6	14	380	439
Volume Left	11	0	6	0	13	8
Volume Right	0	14	0	14	11	9
cSH	274	628	273	683	1128	1191
Volume to Capacity	0.04	0.02	0.02	0.02	0.01	0.01
Queue Length 95th (ft)	3	2	2	2	1	1
Control Delay (s)	18.7	10.9	18.5	10.4	0.4	0.2
Lane LOS	C	B	C	B	A	A
Approach Delay (s)	14.4		12.8		0.4	0.2
Approach LOS	B		B			

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	36.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	9	0	13	3	0	5	7	315	1	2	377	9
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)	10	0	15	3	0	6	8	362	1	2	433	10
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	828	822	439	837	827	363	444			363		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	828	822	439	837	827	363	444			363		
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 %	96	100	98	99	100	99	99			100		
cM capacity (veh/h)	286	306	618	277	304	682	1116			1195		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	25	9	371	446
Volume Left	10	3	8	2
Volume Right	15	6	1	10
cSH	419	441	1116	1195
Volume to Capacity	0.06	0.02	0.01	0.00
Queue Length 95th (ft)	5	2	1	0
Control Delay (s)	14.1	13.3	0.3	0.1
Lane LOS	B	B	A	A
Approach Delay (s)	14.1	13.3	0.3	0.1
Approach LOS	B	B		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	31.5%	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)	35	14	9	321	376	35
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	40	16	10	369	432	40
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	842	452	472			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	842	452	472			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	88	97	99			
cM capacity (veh/h)	331	607	1089			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	56	379	472
Volume Left	40	10	0
Volume Right	16	0	40
cSH	381	1089	1700
Volume to Capacity	0.15	0.01	0.28
Queue Length 95th (ft)	13	1	0
Control Delay (s)	16.1	0.3	0.0
Lane LOS	C	A	
Approach Delay (s)	16.1	0.3	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	34.1%	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
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	0.95		0.97	0.95		0.95	0.95			1.00	1.00
Frt	1.00	0.93		1.00	0.98		1.00	0.88			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.99			0.97	1.00
Satd. Flow (prot)	1770	3288		3433	3468		1681	1546			1811	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	0.99			0.97	1.00
Satd. Flow (perm)	1770	3288		3433	3468		1681	1546			1811	1583
Volume (vph)	55	314	282	359	313	49	324	31	309	56	41	54
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	63	361	324	413	360	56	372	36	355	64	47	62
RTOR Reduction (vph)	0	184	0	0	13	0	0	164	0	0	0	48
Lane Group Flow (vph)	63	501	0	413	403	0	327	272	0	0	111	14
Turn Type	Prot			Prot			Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												6
Actuated Green, G (s)	3.7	17.1		12.3	25.7		24.8	24.8			8.4	8.4
Effective Green, g (s)	3.7	17.1		12.3	25.7		24.8	24.8			8.4	8.4
Actuated g/C Ratio	0.05	0.22		0.16	0.33		0.32	0.32			0.11	0.11
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	83	715		537	1134		530	488			194	169
v/s Ratio Prot	0.04	c0.15		c0.12	0.12		c0.19	0.18			c0.06	
v/s Ratio Perm												0.01
v/c Ratio	0.76	0.70		0.77	0.35		0.62	0.56			0.57	0.08
Uniform Delay, d1	37.0	28.4		31.8	20.1		22.9	22.3			33.4	31.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	32.1	3.1		6.6	0.2		5.3	4.6			4.0	0.2
Delay (s)	69.2	31.5		38.3	20.3		28.2	26.9			37.4	31.8
Level of Service	E	C		D	C		C	C			D	C
Approach Delay (s)		34.7			29.3			27.4			35.4	
Approach LOS		C			C			C			D	

Intersection Summary			
HCM Average Control Delay	30.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	78.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
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	
Lane Util. Factor								1.00			1.00	
Frt								1.00			1.00	
Flt Protected								1.00			1.00	
Satd. Flow (prot)								1863			1863	
Flt Permitted								1.00			1.00	
Satd. Flow (perm)								1863			1863	
Volume (vph)	0	0	0	0	0	0	0	661	0	0	679	0
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	0	0	0	0	0	0	760	0	0	780	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	760	0	0	780	0
Turn Type												
Protected Phases		4			8			2			6	
Permitted Phases												
Actuated Green, G (s)								102.4			102.4	
Effective Green, g (s)								102.4			102.4	
Actuated g/C Ratio								0.85			0.85	
Clearance Time (s)								4.0			4.0	
Vehicle Extension (s)								3.0			3.0	
Lane Grp Cap (vph)								1579			1579	
v/s Ratio Prot								0.41			c0.42	
v/s Ratio Perm												
v/c Ratio								0.48			0.49	
Uniform Delay, d1								2.4			2.4	
Progression Factor								1.00			1.00	
Incremental Delay, d2								1.1			1.1	
Delay (s)								3.4			3.5	
Level of Service								A			A	
Approach Delay (s)		0.0			0.0			3.4			3.5	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	3.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	120.8	Sum of lost time (s)	18.4
Intersection Capacity Utilization	39.1%	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												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	79	0	17	7	0	18	38	592	3	13	585	99
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)	91	0	20	8	0	21	44	680	3	15	672	114
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	1549	1530	729	1548	1586	682	786			684		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1549	1530	729	1548	1586	682	786			684		
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 %	0	100	95	90	100	95	95			98		
cM capacity (veh/h)	84	109	423	84	101	450	833			909		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	91	20	29	728	801
Volume Left	91	0	8	44	15
Volume Right	0	20	21	3	114
cSH	84	423	203	833	909
Volume to Capacity	1.08	0.05	0.14	0.05	0.02
Queue Length 95th (ft)	157	4	12	4	1
Control Delay (s)	212.4	13.9	25.7	1.4	0.4
Lane LOS	F	B	D	A	A
Approach Delay (s)	177.2		25.7	1.4	0.4
Approach LOS	F		D		

Intersection Summary			
Average Delay	13.0		
Intersection Capacity Utilization	69.5%	ICU Level of Service	C
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)	2	0	2	8	0	10	2	477	26	7	509	8
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)	2	0	2	9	0	11	2	548	30	8	585	9
Pedestrians		7			7			7			7	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1199	1203	604	1190	1192	577	601			585		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1199	1203	604	1190	1192	577	601			585		
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 %	99	100	100	94	100	98	100			99		
cM capacity (veh/h)	154	180	493	159	183	510	970			984		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	5	21	580	602
Volume Left	2	9	2	8
Volume Right	2	11	30	9
cSH	235	258	970	984
Volume to Capacity	0.02	0.08	0.00	0.01
Queue Length 95th (ft)	1	6	0	1
Control Delay (s)	20.6	20.2	0.1	0.2
Lane LOS	C	C	A	A
Approach Delay (s)	20.6	20.2	0.1	0.2
Approach LOS	C	C		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	42.3%	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)	27	9	6	466	475	45
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	31	10	7	536	546	52
Pedestrians	17				16	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				1	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1154	589	615			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1154	589	615			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	85	98	99			
cM capacity (veh/h)	210	501	951			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	41	543	598
Volume Left	31	7	0
Volume Right	10	0	52
cSH	246	951	1700
Volume to Capacity	0.17	0.01	0.35
Queue Length 95th (ft)	15	1	0
Control Delay (s)	22.6	0.2	0.0
Lane LOS	C	A	
Approach Delay (s)	22.6	0.2	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	39.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	2	6	7	1	5	3	469	2	4	426	9
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)	5	2	7	8	1	6	3	539	2	5	490	10
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	1057	1052	495	1059	1056	540	500			541		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1057	1052	495	1059	1056	540	500			541		
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 %	98	99	99	96	99	99	100			100		
cM capacity (veh/h)	199	225	575	197	223	542	1064			1027		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	14	15	545	505
Volume Left	5	8	3	5
Volume Right	7	6	2	10
cSH	304	264	1064	1027
Volume to Capacity	0.05	0.06	0.00	0.00
Queue Length 95th (ft)	4	4	0	0
Control Delay (s)	17.4	19.4	0.1	0.1
Lane LOS	C	C	A	A
Approach Delay (s)	17.4	19.4	0.1	0.1
Approach LOS	C	C		

Intersection Summary			
Average Delay	0.6		
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)	3	1	1	470	431	8
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	3	1	1	540	495	9
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	1043	500	505			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1043	500	505			
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	100	100			
cM capacity (veh/h)	254	571	1060			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	5	1	540	505
Volume Left	3	1	0	0
Volume Right	1	0	0	9
cSH	295	1060	1700	1700
Volume to Capacity	0.02	0.00	0.32	0.30
Queue Length 95th (ft)	1	0	0	0
Control Delay (s)	17.4	8.4	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	17.4	0.0		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	34.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	1	0	2	0	0	0	5	493	0	0	441	14
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)	1	0	2	0	0	0	6	567	0	0	507	16
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	1093	1093	515	1095	1101	567	523			567		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1093	1093	515	1095	1101	567	523			567		
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 %	99	100	100	100	100	100	99			100		
cM capacity (veh/h)	191	213	560	189	211	523	1044			1005		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	3	0	572	523
Volume Left	1	0	6	0
Volume Right	2	0	0	16
cSH	340	1700	1044	1005
Volume to Capacity	0.01	0.00	0.01	0.00
Queue Length 95th (ft)	1	0	0	0
Control Delay (s)	15.7	0.0	0.2	0.0
Lane LOS	C	A	A	
Approach Delay (s)	15.7	0.0	0.2	0.0
Approach LOS	C	A		

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	39.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	28	0	15	5	0	12	14	469	10	7	396	40
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)	32	0	17	6	0	14	16	539	11	8	455	46
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	1085	1077	478	1089	1094	545	501			551		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1085	1077	478	1089	1094	545	501			551		
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 %	83	100	97	97	100	97	98			99		
cM capacity (veh/h)	186	214	587	184	209	538	1063			1019		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	32	17	6	14	567	509
Volume Left	32	0	6	0	16	8
Volume Right	0	17	0	14	11	46
cSH	186	587	184	538	1063	1019
Volume to Capacity	0.17	0.03	0.03	0.03	0.02	0.01
Queue Length 95th (ft)	15	2	2	2	1	1
Control Delay (s)	28.4	11.3	25.2	11.9	0.4	0.2
Lane LOS	D	B	D	B	A	A
Approach Delay (s)	22.4		15.8		0.4	0.2
Approach LOS	C		C			

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	43.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	161	0	59	3	0	5	12	325	1	2	378	40
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)	185	0	68	3	0	6	14	374	1	2	434	46
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	870	864	457	932	887	374	480			375		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	870	864	457	932	887	374	480			375		
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 %	31	100	89	98	100	99	99			100		
cM capacity (veh/h)	267	288	603	217	279	672	1082			1184		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	253	9	389	483
Volume Left	185	3	14	2
Volume Right	68	6	1	46
cSH	314	376	1082	1184
Volume to Capacity	0.81	0.02	0.01	0.00
Queue Length 95th (ft)	166	2	1	0
Control Delay (s)	50.8	14.8	0.4	0.1
Lane LOS	F	B	A	A
Approach Delay (s)	50.8	14.8	0.4	0.1
Approach LOS	F	B		

Intersection Summary			
Average Delay	11.6		
Intersection Capacity Utilization	51.6%	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)	35	15	9	337	424	34
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	40	17	10	387	487	39
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	915	507	526			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	915	507	526			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	87	97	99			
cM capacity (veh/h)	300	566	1040			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	57	398	526
Volume Left	40	10	0
Volume Right	17	0	39
cSH	349	1040	1700
Volume to Capacity	0.16	0.01	0.31
Queue Length 95th (ft)	15	1	0
Control Delay (s)	17.3	0.3	0.0
Lane LOS	C	A	
Approach Delay (s)	17.3	0.3	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	35.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	79	0	17	7	0	18	38	592	3	13	585	99
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)	91	0	20	8	0	21	44	680	3	15	672	114
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			None							
Median storage veh)		2										
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1549	1530	729	1548	1586	682	786			684		
vC1, stage 1 conf vol	759	759										
vC2, stage 2 conf vol	790	771										
vCu, unblocked vol	1549	1530	729	1548	1586	682	786			684		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5										
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	65	100	95	90	100	95	95			98		
cM capacity (veh/h)	260	289	423	84	101	450	833			909		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	91	20	29	728	801
Volume Left	91	0	8	44	15
Volume Right	0	20	21	3	114
cSH	260	423	203	833	909
Volume to Capacity	0.35	0.05	0.14	0.05	0.02
Queue Length 95th (ft)	38	4	12	4	1
Control Delay (s)	26.1	13.9	25.7	1.4	0.4
Lane LOS	D	B	D	A	A
Approach Delay (s)	23.9		25.7	1.4	0.4
Approach LOS	C		D		

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	69.5%	ICU Level of Service	C
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)	161	0	59	3	0	5	12	325	1	2	378	40
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)	185	0	68	3	0	6	14	374	1	2	434	46
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	870	864	457	932	887	374	480			375		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	870	864	457	932	887	374	480			375		
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 %	31	100	89	98	100	99	99			100		
cM capacity (veh/h)	267	288	603	217	279	672	1082			1184		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	185	68	9	389	483
Volume Left	185	0	3	14	2
Volume Right	0	68	6	1	46
cSH	267	603	376	1082	1184
Volume to Capacity	0.69	0.11	0.02	0.01	0.00
Queue Length 95th (ft)	117	9	2	1	0
Control Delay (s)	44.3	11.7	14.8	0.4	0.1
Lane LOS	E	B	B	A	A
Approach Delay (s)	35.5		14.8	0.4	0.1
Approach LOS	E		B		

Intersection Summary			
Average Delay	8.2		
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												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		0.97	0.95		0.95	0.95			1.00	1.00
Frt	1.00	0.93		1.00	0.98		1.00	0.88			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.99			0.97	1.00
Satd. Flow (prot)	1770	3289		3433	3468		1681	1546			1811	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	0.99			0.97	1.00
Satd. Flow (perm)	1770	3289		3433	3468		1681	1546			1811	1583
Volume (vph)	55	314	280	355	313	49	322	31	305	56	41	54
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	63	361	322	408	360	56	370	36	351	64	47	62
RTOR Reduction (vph)	0	182	0	0	13	0	0	162	0	0	0	48
Lane Group Flow (vph)	63	501	0	408	403	0	325	270	0	0	111	14
Turn Type	Prot			Prot			Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												6
Actuated Green, G (s)	3.7	17.1		12.3	25.7		24.8	24.8			8.4	8.4
Effective Green, g (s)	3.7	17.1		12.3	25.7		24.8	24.8			8.4	8.4
Actuated g/C Ratio	0.05	0.22		0.16	0.33		0.32	0.32			0.11	0.11
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	83	716		537	1134		530	488			194	169
v/s Ratio Prot	0.04	c0.15		c0.12	0.12		c0.19	0.17			c0.06	
v/s Ratio Perm												0.01
v/c Ratio	0.76	0.70		0.76	0.35		0.61	0.55			0.57	0.08
Uniform Delay, d1	37.0	28.4		31.7	20.1		22.8	22.3			33.4	31.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	32.1	3.0		6.1	0.2		5.2	4.5			4.0	0.2
Delay (s)	69.2	31.4		37.9	20.3		28.1	26.8			37.4	31.8
Level of Service	E	C		D	C		C	C			D	C
Approach Delay (s)		34.6			29.0			27.3			35.4	
Approach LOS		C			C			C			D	

Intersection Summary			
HCM Average Control Delay	30.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	78.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	65.5%	ICU Level of Service	C
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	
Lane Util. Factor								1.00			1.00	
Frt								1.00			1.00	
Flt Protected								1.00			1.00	
Satd. Flow (prot)								1863			1863	
Flt Permitted								1.00			1.00	
Satd. Flow (perm)								1863			1863	
Volume (vph)	0	0	0	0	0	0	0	655	0	0	673	0
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	0	0	0	0	0	0	753	0	0	774	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	753	0	0	774	0
Turn Type												
Protected Phases		4			8			2			6	
Permitted Phases												
Actuated Green, G (s)								102.4			102.4	
Effective Green, g (s)								102.4			102.4	
Actuated g/C Ratio								0.85			0.85	
Clearance Time (s)								4.0			4.0	
Vehicle Extension (s)								3.0			3.0	
Lane Grp Cap (vph)								1579			1579	
v/s Ratio Prot								0.40			c0.42	
v/s Ratio Perm												
v/c Ratio								0.48			0.49	
Uniform Delay, d1								2.4			2.4	
Progression Factor								1.00			1.00	
Incremental Delay, d2								1.0			1.1	
Delay (s)								3.4			3.5	
Level of Service								A			A	
Approach Delay (s)		0.0			0.0			3.4			3.5	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	3.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	120.8	Sum of lost time (s)	18.4
Intersection Capacity Utilization	38.8%	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												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	79	0	19	7	0	18	39	586	3	13	579	99
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)	91	0	22	8	0	21	45	674	3	15	666	114
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	1538	1519	722	1539	1574	675	779			677		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1538	1519	722	1539	1574	675	779			677		
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 %	0	100	95	91	100	95	95			98		
cM capacity (veh/h)	85	111	427	85	102	454	838			915		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	91	22	29	722	794
Volume Left	91	0	8	45	15
Volume Right	0	22	21	3	114
cSH	85	427	204	838	915
Volume to Capacity	1.06	0.05	0.14	0.05	0.02
Queue Length 95th (ft)	155	4	12	4	1
Control Delay (s)	204.1	13.9	25.5	1.4	0.4
Lane LOS	F	B	D	A	A
Approach Delay (s)	167.3		25.5	1.4	0.4
Approach LOS	F		D		

Intersection Summary			
Average Delay	12.6		
Intersection Capacity Utilization	69.7%	ICU Level of Service	C
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)	2	0	2	8	0	10	2	472	26	7	512	8
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)	2	0	2	9	0	11	2	543	30	8	589	9
Pedestrians		7			7			7			7	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1197	1200	607	1188	1190	571	605			579		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1197	1200	607	1188	1190	571	605			579		
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 %	99	100	100	94	100	98	100			99		
cM capacity (veh/h)	155	181	491	160	184	514	967			989		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	5	21	575	606
Volume Left	2	9	2	8
Volume Right	2	11	30	9
cSH	235	259	967	989
Volume to Capacity	0.02	0.08	0.00	0.01
Queue Length 95th (ft)	1	6	0	1
Control Delay (s)	20.6	20.1	0.1	0.2
Lane LOS	C	C	A	A
Approach Delay (s)	20.6	20.1	0.1	0.2
Approach LOS	C	C		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	42.4%	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)	27	9	6	460	478	45
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	31	10	7	529	549	52
Pedestrians	17				16	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				1	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1151	592	618			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1151	592	618			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	85	98	99			
cM capacity (veh/h)	211	499	948			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	41	536	601
Volume Left	31	7	0
Volume Right	10	0	52
cSH	247	948	1700
Volume to Capacity	0.17	0.01	0.35
Queue Length 95th (ft)	15	1	0
Control Delay (s)	22.5	0.2	0.0
Lane LOS	C	A	
Approach Delay (s)	22.5	0.2	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	39.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	2	6	7	1	5	3	461	2	4	419	9
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)	5	2	7	8	1	6	3	530	2	5	482	10
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	1035	487	1042	1039	531	492			532		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1040	1035	487	1042	1039	531	492			532		
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 %	98	99	99	96	99	99	100			100		
cM capacity (veh/h)	204	230	581	203	229	548	1071			1035		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	14	15	536	497
Volume Left	5	8	3	5
Volume Right	7	6	2	10
cSH	311	271	1071	1035
Volume to Capacity	0.04	0.06	0.00	0.00
Queue Length 95th (ft)	3	4	0	0
Control Delay (s)	17.1	19.1	0.1	0.1
Lane LOS	C	C	A	A
Approach Delay (s)	17.1	19.1	0.1	0.1
Approach LOS	C	C		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	36.3%	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)	3	1	1	462	424	8
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	3	1	1	531	487	9
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	1025	492	497			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1025	492	497			
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	100	100			
cM capacity (veh/h)	260	577	1067			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	5	1	531	497
Volume Left	3	1	0	0
Volume Right	1	0	0	9
cSH	301	1067	1700	1700
Volume to Capacity	0.02	0.00	0.31	0.29
Queue Length 95th (ft)	1	0	0	0
Control Delay (s)	17.1	8.4	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	17.1	0.0		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	34.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	1	0	1	0	0	0	4	486	0	0	438	10
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)	1	0	1	0	0	0	5	559	0	0	503	11
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	1077	1077	509	1078	1083	559	515			559		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1077	1077	509	1078	1083	559	515			559		
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 %	99	100	100	100	100	100	100			100		
cM capacity (veh/h)	196	218	564	195	216	529	1051			1012		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	2	0	563	515
Volume Left	1	0	5	0
Volume Right	1	0	0	11
cSH	291	1700	1051	1012
Volume to Capacity	0.01	0.00	0.00	0.00
Queue Length 95th (ft)	1	0	0	0
Control Delay (s)	17.5	0.0	0.1	0.0
Lane LOS	C	A	A	
Approach Delay (s)	17.5	0.0	0.1	0.0
Approach LOS	C	A		

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	38.8%	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			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	23	0	11	5	0	12	12	466	10	7	400	32
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)	26	0	13	6	0	14	14	536	11	8	460	37
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	1077	1069	478	1076	1082	541	497			547		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1077	1069	478	1076	1082	541	497			547		
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 %	86	100	98	97	100	97	99			99		
cM capacity (veh/h)	189	217	587	190	213	541	1067			1022		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	26	13	6	14	561	505
Volume Left	26	0	6	0	14	8
Volume Right	0	13	0	14	11	37
cSH	189	587	190	541	1067	1022
Volume to Capacity	0.14	0.02	0.03	0.03	0.01	0.01
Queue Length 95th (ft)	12	2	2	2	1	1
Control Delay (s)	27.2	11.3	24.6	11.8	0.4	0.2
Lane LOS	D	B	C	B	A	A
Approach Delay (s)	22.0		15.6		0.4	0.2
Approach LOS	C		C			

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	42.5%	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		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	163	0	65	3	0	5	16	318	1	2	376	42
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)	187	0	75	3	0	6	18	366	1	2	432	48
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	870	864	456	939	888	366	480			367		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	870	864	456	939	888	366	480			367		
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 %	30	100	88	98	100	99	98			100		
cM capacity (veh/h)	266	286	604	211	277	679	1082			1192		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	262	9	385	483
Volume Left	187	3	18	2
Volume Right	75	6	1	48
cSH	316	371	1082	1192
Volume to Capacity	0.83	0.02	0.02	0.00
Queue Length 95th (ft)	177	2	1	0
Control Delay (s)	53.5	15.0	0.6	0.1
Lane LOS	F	B	A	A
Approach Delay (s)	53.5	15.0	0.6	0.1
Approach LOS	F	B		

Intersection Summary			
Average Delay	12.6		
Intersection Capacity Utilization	54.6%	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)	33	14	10	336	427	35
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	38	16	11	386	491	40
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	920	511	531			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	920	511	531			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	87	97	99			
cM capacity (veh/h)	297	563	1036			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	54	398	531
Volume Left	38	11	0
Volume Right	16	0	40
cSH	346	1036	1700
Volume to Capacity	0.16	0.01	0.31
Queue Length 95th (ft)	14	1	0
Control Delay (s)	17.3	0.4	0.0
Lane LOS	C	A	
Approach Delay (s)	17.3	0.4	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	35.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	79	0	19	7	0	18	39	586	3	13	579	99
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)	91	0	22	8	0	21	45	674	3	15	666	114
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			None							
Median storage veh)		2										
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1538	1519	722	1539	1574	675	779			677		
vC1, stage 1 conf vol	752	752										
vC2, stage 2 conf vol	786	767										
vCu, unblocked vol	1538	1519	722	1539	1574	675	779			677		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5										
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	65	100	95	91	100	95	95			98		
cM capacity (veh/h)	262	291	427	85	102	454	838			915		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	91	22	29	722	794
Volume Left	91	0	8	45	15
Volume Right	0	22	21	3	114
cSH	262	427	204	838	915
Volume to Capacity	0.35	0.05	0.14	0.05	0.02
Queue Length 95th (ft)	37	4	12	4	1
Control Delay (s)	25.9	13.9	25.5	1.4	0.4
Lane LOS	D	B	D	A	A
Approach Delay (s)	23.5		25.5	1.4	0.4
Approach LOS	C		D		

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	69.7%	ICU Level of Service	C
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)	163	0	65	3	0	5	16	318	1	2	376	42
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)	187	0	75	3	0	6	18	366	1	2	432	48
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	870	864	456	939	888	366	480			367		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	870	864	456	939	888	366	480			367		
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 %	30	100	88	98	100	99	98			100		
cM capacity (veh/h)	266	286	604	211	277	679	1082			1192		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	187	75	9	385	483
Volume Left	187	0	3	18	2
Volume Right	0	75	6	1	48
cSH	266	604	371	1082	1192
Volume to Capacity	0.70	0.12	0.02	0.02	0.00
Queue Length 95th (ft)	120	11	2	1	0
Control Delay (s)	45.4	11.8	15.0	0.6	0.1
Lane LOS	E	B	B	A	A
Approach Delay (s)	35.8		15.0	0.6	0.1
Approach LOS	E		B		

Intersection Summary			
Average Delay	8.6		
Intersection Capacity Utilization	50.6%	ICU Level of Service	A
Analysis Period (min)	15		

SIMTRAFFIC QUEUING REPORT

Project: Homewood EIR/EIS **HCM:** 2000
Scenario: 2030 Summer Conditions **PHF:** 1
TOD: Fri PM Peak **Analysis Period:** 15 Minutes **# of Runs:** 10

Intersection: 1: SR 28 & SR 89 **Type:** Signalized

Approach	Movement	Storage Length	Maximum Queue (ft)			Average Queue (ft)		
			Avg	> Storage	Std Dev	Avg	> Storage	Std Dev
NB	L	125	296	Yes		146	Yes	
	T	222	296	Yes		146	--	
	R	222	296	Yes		146	--	
SB	L	223	219	--		103	--	
	T	223	219	--		103	--	
	R	25	63	Yes		37	Yes	
EB	L	200	148	--		53	--	
	T	170	245	Yes		186	Yes	
	R	170	245	Yes		186	Yes	
WB	L	150	212	Yes		177	Yes	
	T	404	478	Yes		365	--	
	R	404	420	Yes		158	--	

Intersection: 2: Pedestrian Crossing & SR 89 **Type:** Signalized

Approach	Movement	Storage Length	Maximum Queue (ft)			Average Queue (ft)		
			Avg	> Storage	Std Dev	Avg	> Storage	Std Dev
NB	T	2754	882	--		306	--	
SB	T	136	210	Yes		164	Yes	

SIMTRAFFIC QUEUING REPORT

Project: Homewood EIR/EIS **HCM:** 2000
Scenario: 2030 Summer Plus Alternatives 1 and 3 **PHF:** 1
TOD: Fri PM Peak **Analysis Period:** 15 Minutes **# of Runs:** 10

Intersection: 1: SR 28 & SR 89 **Type:** Signalized

Approach	Movement	Storage Length	Maximum Queue (ft)			Average Queue (ft)		
			Avg	> Storage	Std Dev	Avg	> Storage	Std Dev
NB	L	125	296	Yes		162	Yes	
	T	222	296	Yes		162	--	
	R	222	296	Yes		162	--	
SB	L	223	208	--		98	--	
	T	223	208	--		98	--	
	R	25	66	Yes		37	Yes	
EB	L	200	161	--		63	--	
	T	170	251	Yes		179	Yes	
	R	170	251	Yes		179	Yes	
WB	L	150	215	Yes		186	Yes	
	T	404	478	Yes		439	Yes	
	R	404	439	Yes		159	--	

Intersection: 2: Pedestrian Crossing & SR 89 **Type:** Signalized

Approach	Movement	Storage Length	Maximum Queue (ft)			Average Queue (ft)		
			Avg	> Storage	Std Dev	Avg	> Storage	Std Dev
NB	T	2754	1084	--		387	--	
SB	T	136	210	Yes		178	Yes	

SIMTRAFFIC QUEUING REPORT

Project: Homewood EIR/EIS **HCM:** 2000
Scenario: 2030 Summer Plus Alternative 4 **PHF:** 1
TOD: Fri PM Peak **Analysis Period:** 15 Minutes **# of Runs:** 10

Intersection: 1: SR 28 & SR 89 **Type:** Signalized

Approach	Movement	Storage Length	Maximum Queue (ft)			Average Queue (ft)		
			Avg	> Storage	Std Dev	Avg	> Storage	Std Dev
NB	L	125	294	Yes		137	Yes	
	T	222	294	Yes		137	--	
	R	222	294	Yes		137	--	
SB	L	223	211	--		91	--	
	T	223	211	--		91	--	
	R	25	64	Yes		37	Yes	
EB	L	200	145	--		62	--	
	T	170	243	Yes		183	Yes	
	R	170	243	Yes		183	Yes	
WB	L	150	204	Yes		175	Yes	
	T	404	476	Yes		340	--	
	R	404	445	Yes		156	--	

Intersection: 2: Pedestrian Crossing & SR 89 **Type:** Signalized

Approach	Movement	Storage Length	Maximum Queue (ft)			Average Queue (ft)		
			Avg	> Storage	Std Dev	Avg	> Storage	Std Dev
NB	T	2754	763	--		278	--	
SB	T	136	210	Yes		168	Yes	

SIMTRAFFIC QUEUING REPORT

Project: Homewood EIR/EIS
Scenario: 2030 Summer Plus Alternative 5
TOD: Fri PM Peak **Analysis Period:** 15 Minutes

HCM: 2000
PHF: 1
# of Runs: 10

Intersection: 1: SR 28 & SR 89 **Type:** Signalized

Approach	Movement	Storage Length	Maximum Queue (ft)			Average Queue (ft)		
			Avg	> Storage	Std Dev	Avg	> Storage	Std Dev
NB	L	125	295	Yes		150	Yes	
	T	222	295	Yes		150	--	
	R	222	295	Yes		150	--	
SB	L	223	196	--		95	--	
	T	223	196	--		95	--	
	R	25	68	Yes		37	Yes	
EB	L	200	145	--		59	--	
	T	170	245	Yes		176	Yes	
	R	170	245	Yes		176	Yes	
WB	L	150	204	Yes		178	Yes	
	T	404	463	Yes		400	--	
	R	404	437	Yes		145	--	

Intersection: 2: Pedestrian Crossing & SR 89 **Type:** Signalized

Approach	Movement	Storage Length	Maximum Queue (ft)			Average Queue (ft)		
			Avg	> Storage	Std Dev	Avg	> Storage	Std Dev
NB	T	2754	878	--		327	--	
SB	T	136	211	Yes		166	Yes	

SIMTRAFFIC QUEUING REPORT

Project: Homewood EIR/EIS **HCM:** 2000
Scenario: Cumulative Summer Plus Alternative 6 **PHF:** 1
TOD: Fri PM Peak **Analysis Period:** 15 Minutes **# of Runs:** 10

Intersection: 1: SR 28 & SR 89 **Type:** Signalized

Approach	Movement	Storage Length	Maximum Queue (ft)			Average Queue (ft)		
			Avg	> Storage	Std Dev	Avg	> Storage	Std Dev
NB	L	125	297	Yes		167	Yes	
	T	222	297	Yes		167	--	
	R	222	297	Yes		167	--	
SB	L	223	199	--		93	--	
	T	223	199	--		93	--	
	R	25	76	Yes		37	Yes	
EB	L	200	161	--		68	--	
	T	170	246	Yes		195	Yes	
	R	170	246	Yes		195	Yes	
WB	L	150	211	Yes		178	Yes	
	T	404	476	Yes		362	--	
	R	404	463	Yes		150	--	

Intersection: 2: Pedestrian Crossing & SR 89 **Type:** Signalized

Approach	Movement	Storage Length	Maximum Queue (ft)			Average Queue (ft)		
			Avg	> Storage	Std Dev	Avg	> Storage	Std Dev
NB	T	2754	919	--		395	--	
SB	T	136	210	Yes		172	Yes	

SIMTRAFFIC QUEUING REPORT

Project: Homewood EIR/EIS **HCM:** 2000
Scenario: 2030 Cumulative Conditions Winter **PHF:** 1
TOD: Fri PM Peak **Analysis Period:** 15 Minutes **# of Runs:** 10

Intersection: 1: SR 28 & SR 89 **Type:** Signalized

Approach	Movement	Storage Length	Maximum Queue (ft)			Average Queue (ft)		
			Avg	> Storage	Std Dev	Avg	> Storage	Std Dev
NB	L	125	229	Yes		106	--	
	T	222	229	Yes		70	--	
	R	222	229	Yes		70	--	
SB	L	224	190	--		79	--	
	T	224	190	--		79	--	
	R	25	72	Yes		37	Yes	
EB	L	200	114	--		40	--	
	T	170	197	Yes		98	--	
	R	170	197	Yes		98	--	
WB	L	150	184	Yes		119	--	
	T	416	249	--		106	--	
	R	416	141	--		59	--	

Intersection: 41: Pedestrian Crossing & SR 89 **Type:** Signalized

Approach	Movement	Storage Length	Maximum Queue (ft)			Average Queue (ft)		
			Avg	> Storage	Std Dev	Avg	> Storage	Std Dev
NB	T	2754	457	--		182	--	
SB	T	136	209	Yes		137	Yes	

SIMTRAFFIC QUEUING REPORT

Project: Homewood EIR/EIS **HCM:** 2000
Scenario: 2030 Winter Plus Alternatives 1 and 3 **PHF:** 1
TOD: Fri PM Peak **Analysis Period:** 15 Minutes **# of Runs:** 10

Intersection: 1: SR 28 & SR 89 **Type:** Signalized

Approach	Movement	Storage Length	Maximum Queue (ft)			Average Queue (ft)		
			Avg	> Storage	Std Dev	Avg	> Storage	Std Dev
NB	L	125	212	Yes		99	--	
	T	307	212	--		70	--	
	R	307	212	--		70	--	
SB	L	224	173	--		74	--	
	T	224	173	--		74	--	
	R	25	73	Yes		36	Yes	
EB	L	200	122	--		43	--	
	T	170	210	Yes		97	--	
	R	170	210	Yes		88	--	
WB	L	150	191	Yes		109	--	
	T	428	290	--		110	--	
	R	428	152	--		63	--	

Intersection: 2: Pedestrian Crossing & SR 89 **Type:** Signalized

Approach	Movement	Storage Length	Maximum Queue (ft)			Average Queue (ft)		
			Avg	> Storage	Std Dev	Avg	> Storage	Std Dev
NB	T	2754	451	--		160	--	
SB	T	53	128	Yes		110	Yes	

SIMTRAFFIC QUEUING REPORT

Project: Homewood EIR/EIS **HCM:** 2000
Scenario: 2030 Plus Alternative 4 Conditions Winter **PHF:** 1
TOD: Fri PM Peak **Analysis Period:** 15 Minutes **# of Runs:** 10

Intersection: 1: SR 28 & SR 89 **Type:** Signalized

Approach	Movement	Storage Length	Maximum Queue (ft)			Average Queue (ft)		
			Avg	> Storage	Std Dev	Avg	> Storage	Std Dev
NB	L	125	188	Yes		103	--	
	T	222	188	--		66	--	
	R	222	188	--		66	--	
SB	L	224	192	--		80	--	
	T	224	192	--		80	--	
	R	25	67	Yes		37	Yes	
EB	L	200	121	--		40	--	
	T	170	216	Yes		103	--	
	R	170	216	Yes		103	--	
WB	L	150	183	Yes		112	--	
	T	416	244	--		103	--	
	R	416	151	--		61	--	

Intersection: 41: Pedestrian Crossing & SR 89 **Type:** Signalized

Approach	Movement	Storage Length	Maximum Queue (ft)			Average Queue (ft)		
			Avg	> Storage	Std Dev	Avg	> Storage	Std Dev
NB	T	2754	447	--		169	--	
SB	T	136	210	Yes		145	Yes	

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SIMTRAFFIC QUEUING REPORT

Project: Homewood EIR/EIS **HCM:** 2000
Scenario: 2030 Winter Plus Alternative 5 **PHF:** 1
TOD: Fri PM Peak **Analysis Period:** 15 Minutes **# of Runs:** 10

Intersection: 1: SR 28 & SR 89 **Type:** Signalized

Approach	Movement	Storage Length	Maximum Queue (ft)			Average Queue (ft)		
			Avg	> Storage	Std Dev	Avg	> Storage	Std Dev
NB	L	125	283	Yes		103	--	
	T	316	283	--		74	--	
	R	316	283	--		74	--	
SB	L	224	164	--		73	--	
	T	224	164	--		73	--	
	R	25	70	Yes		37	Yes	
EB	L	200	114	--		43	--	
	T	170	181	Yes		93	--	
	R	170	177	Yes		79	--	
WB	L	150	190	Yes		108	--	
	T	402	273	--		110	--	
	R	402	157	--		64	--	

Intersection: 41: Pedestrian Crossing & SR 89 **Type:** Signalized

Approach	Movement	Storage Length	Maximum Queue (ft)			Average Queue (ft)		
			Avg	> Storage	Std Dev	Avg	> Storage	Std Dev
NB	T	2754	460	--		186	--	
SB	T	44	117	Yes		102	Yes	

SIMTRAFFIC QUEUING REPORT

Project: Homewood EIR/EIS **HCM:** 2000
Scenario: 2030 Winter Plus Alternative 6 **PHF:** 1
TOD: Fri PM Peak **Analysis Period:** 15 Minutes **# of Runs:** 10

Intersection: 1: SR 28 & SR 89 **Type:** Signalized

Approach	Movement	Storage Length	Maximum Queue (ft)			Average Queue (ft)		
			Avg	> Storage	Std Dev	Avg	> Storage	Std Dev
NB	L	125	205	Yes		99	--	
	T	316	205	--		67	--	
	R	316	205	--		67	--	
SB	L	224	194	--		73	--	
	T	224	194	--		73	--	
	R	25	69	Yes		38	Yes	
EB	L	200	108	--		40	--	
	T	170	169	--		92	--	
	R	170	169	--		80	--	
WB	L	150	197	Yes		117	--	
	T	402	324	--		124	--	
	R	402	178	--		66	--	

Intersection: 41: Pedestrian Crossing & SR 89 **Type:** Signalized

Approach	Movement	Storage Length	Maximum Queue (ft)			Average Queue (ft)		
			Avg	> Storage	Std Dev	Avg	> Storage	Std Dev
NB	T	2754	411	--		170	--	
SB	T	44	117	Yes		101	Yes	

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)	79	0	25	7	0	18	19	822	3	13	760	99
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)	91	0	29	8	0	21	22	945	3	15	874	114
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			None							
Median storage veh)		2										
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1971	1952	930	1979	2007	947	987			948		
vC1, stage 1 conf vol	960	960										
vC2, stage 2 conf vol	1011	992										
vCu, unblocked vol	1971	1952	930	1979	2007	947	987			948		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5										
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	52	100	91	80	100	93	97			98		
cM capacity (veh/h)	189	223	324	40	56	317	700			724		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	91	29	29	970	1002
Volume Left	91	0	8	22	15
Volume Right	0	29	21	3	114
cSH	189	324	109	700	724
Volume to Capacity	0.48	0.09	0.26	0.03	0.02
Queue Length 95th (ft)	58	7	25	2	2
Control Delay (s)	40.4	17.2	49.6	0.9	0.6
Lane LOS	E	C	E	A	A
Approach Delay (s)	34.8		49.6	0.9	0.6
Approach LOS	D		E		

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	71.8%	ICU Level of Service	C
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)	79	0	25	7	0	18	19	625	3	13	572	99
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)	91	0	29	8	0	21	22	718	3	15	657	114
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			None							
Median storage veh)		2										
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1529	1510	714	1537	1565	720	771			722		
vC1, stage 1 conf vol	744	744										
vC2, stage 2 conf vol	784	766										
vCu, unblocked vol	1529	1510	714	1537	1565	720	771			722		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5										
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	66	100	93	91	100	95	97			98		
cM capacity (veh/h)	268	297	431	85	107	428	844			880		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	91	29	29	744	786
Volume Left	91	0	8	22	15
Volume Right	0	29	21	3	114
cSH	268	431	202	844	880
Volume to Capacity	0.34	0.07	0.14	0.03	0.02
Queue Length 95th (ft)	36	5	12	2	1
Control Delay (s)	25.2	13.9	25.8	0.7	0.5
Lane LOS	D	B	D	A	A
Approach Delay (s)	22.5		25.8	0.7	0.5
Approach LOS	C		D		

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	60.7%	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			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	77	0	24	7	0	18	19	713	3	13	648	97
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)	93	0	29	8	0	22	23	859	4	16	781	117
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			None							
Median storage veh)		2										
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1799	1779	839	1806	1836	861	898			863		
vC1, stage 1 conf vol	870	870										
vC2, stage 2 conf vol	928	908										
vCu, unblocked vol	1799	1779	839	1806	1836	861	898			863		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5										
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	57	100	92	84	100	94	97			98		
cM capacity (veh/h)	215	249	366	54	72	355	756			780		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	93	29	30	886	913
Volume Left	93	0	8	23	16
Volume Right	0	29	22	4	117
cSH	215	366	139	756	780
Volume to Capacity	0.43	0.08	0.22	0.03	0.02
Queue Length 95th (ft)	50	6	20	2	2
Control Delay (s)	33.8	15.7	37.9	0.8	0.6
Lane LOS	D	C	E	A	A
Approach Delay (s)	29.5		37.9	0.8	0.6
Approach LOS	D		E		

Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	65.5%	ICU Level of Service	C
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)	77	0	24	7	0	18	19	535	3	13	476	97
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)	86	0	27	8	0	20	21	594	3	14	529	108
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			None							
Median storage veh)		2										
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1270	1252	583	1277	1304	596	637			598		
vC1, stage 1 conf vol	612	612										
vC2, stage 2 conf vol	658	640										
vCu, unblocked vol	1270	1252	583	1277	1304	596	637			598		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5										
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	74	100	95	94	100	96	98			99		
cM capacity (veh/h)	329	353	512	132	154	503	947			979		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	86	27	28	619	651
Volume Left	86	0	8	21	14
Volume Right	0	27	20	3	108
cSH	329	512	282	947	979
Volume to Capacity	0.26	0.05	0.10	0.02	0.01
Queue Length 95th (ft)	25	4	8	2	1
Control Delay (s)	19.7	12.4	19.2	0.6	0.4
Lane LOS	C	B	C	A	A
Approach Delay (s)	18.0		19.2	0.6	0.4
Approach LOS	C		C		

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	55.3%	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			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	2	2	1	2	8	7	571	2	3	570	10
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)	5	2	2	1	2	9	8	656	2	3	655	11
Pedestrians		21			30			30			30	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			3			3			3	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1403	1394	712	1405	1398	717	688			689		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1403	1394	712	1405	1398	717	688			689		
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 %	96	98	99	99	98	98	99			100		
cM capacity (veh/h)	104	134	414	105	133	408	891			883		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	9	13	667	670
Volume Left	5	1	8	3
Volume Right	2	9	2	11
cSH	137	249	891	883
Volume to Capacity	0.07	0.05	0.01	0.00
Queue Length 95th (ft)	5	4	1	0
Control Delay (s)	33.1	20.2	0.2	0.1
Lane LOS	D	C	A	A
Approach Delay (s)	33.1	20.2	0.2	0.1
Approach LOS	D	C		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	51.4%	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)	31	9	8	426	483	42
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	36	10	9	490	555	48
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	1087	579	603			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1087	579	603			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	85	98	99			
cM capacity (veh/h)	237	515	974			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	46	499	603
Volume Left	36	9	0
Volume Right	10	0	48
cSH	269	974	1700
Volume to Capacity	0.17	0.01	0.35
Queue Length 95th (ft)	15	1	0
Control Delay (s)	21.1	0.3	0.0
Lane LOS	C	A	
Approach Delay (s)	21.1	0.3	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	38.8%	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)	31	9	6	454	489	41
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	36	10	7	522	562	47
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	1121	586	609			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1121	586	609			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	84	98	99			
cM capacity (veh/h)	226	510	969			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	46	529	609
Volume Left	36	7	0
Volume Right	10	0	47
cSH	259	969	1700
Volume to Capacity	0.18	0.01	0.36
Queue Length 95th (ft)	16	1	0
Control Delay (s)	21.9	0.2	0.0
Lane LOS	C	A	
Approach Delay (s)	21.9	0.2	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	38.7%	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)	33	11	10	443	485	47
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	38	13	11	509	557	54
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	1117	584	611			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1117	584	611			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	83	98	99			
cM capacity (veh/h)	227	511	968			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	51	521	611
Volume Left	38	11	0
Volume Right	13	0	54
cSH	263	968	1700
Volume to Capacity	0.19	0.01	0.36
Queue Length 95th (ft)	17	1	0
Control Delay (s)	21.9	0.3	0.0
Lane LOS	C	A	
Approach Delay (s)	21.9	0.3	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	41.3%	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)	34	11	12	457	488	53
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	39	13	14	525	561	61
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	1144	591	622			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1144	591	622			
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	98	99			
cM capacity (veh/h)	218	507	959			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	52	539	622
Volume Left	39	14	0
Volume Right	13	0	61
cSH	253	959	1700
Volume to Capacity	0.20	0.01	0.37
Queue Length 95th (ft)	19	1	0
Control Delay (s)	22.8	0.4	0.0
Lane LOS	C	A	
Approach Delay (s)	22.8	0.4	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	43.7%	ICU Level of Service	A
Analysis Period (min)	15		

Ex + Alts 1 and 3 Conditions - Winter (2nd Highest Pk Hr)
Friday PM Peak

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)	148	0	59	5	0	5	23	295	3	1	314	73
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)	164	0	66	6	0	6	26	328	3	1	349	81
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	778	774	389	838	813	329	430			331		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	778	774	389	838	813	329	430			331		
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 %	46	100	90	98	100	99	98			100		
cM capacity (veh/h)	306	322	659	253	305	712	1129			1228		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	230	11	357	431
Volume Left	164	6	26	1
Volume Right	66	6	3	81
cSH	361	373	1129	1228
Volume to Capacity	0.64	0.03	0.02	0.00
Queue Length 95th (ft)	105	2	2	0
Control Delay (s)	30.9	14.9	0.8	0.0
Lane LOS	D	B	A	A
Approach Delay (s)	30.9	14.9	0.8	0.0
Approach LOS	D	B		

Intersection Summary			
Average Delay	7.4		
Intersection Capacity Utilization	57.4%	ICU Level of Service	B
Analysis Period (min)	15		

Note that volumes are estimated from the base year model.