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)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0	
Lane Util. Factor	1.00	1.00	1.00	*0.60	1.00		0.95	0.95	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85		0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00		0.99	
Satd. Flow (prot)	1770	1863	1583	2124	1858		1681	1691	1583		1762	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.62	1.00		0.99	
Satd. Flow (perm)	1770	1863	1583	2124	1858		1681	1090	1583		1762	
Volume (vph)	11	309	310	652	353	6	464	18	576	6	26	18
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	12	343	344	724	392	7	516	20	640	7	29	20
Lane Group Flow (vph)	12	343	344	724	399	0	258	278	640	0	56	0
Turn Type	Prot		pm+ov	Prot			Prot		pm+ov	Prot		
Protected Phases	3	8	1	7	4		1	6	7	5	2	
Permitted Phases			8						6		2	
Actuated Green, G (s)	0.8	16.0	29.0	32.2	47.4		13.0	29.8	62.0		12.8	
Effective Green, g (s)	1.8	17.0	31.0	33.2	48.4		14.0	30.8	64.0		13.8	
Actuated g/C Ratio	0.02	0.19	0.34	0.37	0.54		0.16	0.34	0.71		0.15	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	35	352	545	784	999		261	467	1178		270	
v/s Ratio Prot	0.01	c0.18	0.10	c0.34	0.21		c0.15	0.09	0.20		0.03	
v/s Ratio Perm			0.12					c0.11	0.20			
v/c Ratio	0.34	0.97	0.63	0.92	0.40		0.99	0.60	0.54		0.21	
Uniform Delay, d1	43.5	36.3	24.7	27.2	12.2		37.9	24.5	6.1		33.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.87	0.87	1.26		1.00	
Incremental Delay, d2	5.8	40.8	2.4	16.4	0.3		50.8	2.0	0.5		1.7	
Delay (s)	49.3	77.1	27.1	43.6	12.5		83.9	23.3	8.2		35.1	
Level of Service	D	E	C	D	B		F	C	A		D	
Approach Delay (s)		52.0			32.5			28.4			35.1	
Approach LOS		D			C			C			D	

Intersection Summary			
HCM Average Control Delay	35.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	71.0%	ICU Level of Service	C
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)	3.0		3.0					3.0	3.0		3.0	
Lane Util. Factor	1.00		1.00					0.95	1.00		0.95	
Frt	1.00		0.85					1.00	0.85		0.97	
Flt Protected	0.95		1.00					1.00	1.00		1.00	
Satd. Flow (prot)	1770		1583					3539	1583		3448	
Flt Permitted	0.95		1.00					1.00	1.00		1.00	
Satd. Flow (perm)	1770		1583					3539	1583		3448	
Volume (vph)	397	0	416	0	0	0	0	1144	373	0	990	206
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	441	0	462	0	0	0	0	1271	414	0	1100	229
Lane Group Flow (vph)	441	0	462	0	0	0	0	1271	414	0	1329	0
Turn Type	custom		custom						Perm			
Protected Phases	8		1					6			2	
Permitted Phases	8		8 1					6	6		2	
Actuated Green, G (s)	15.3		19.3					31.7	31.7		23.7	
Effective Green, g (s)	16.3		21.3					32.7	32.7		24.7	
Actuated g/C Ratio	0.30		0.39					0.59	0.59		0.45	
Clearance Time (s)	4.0		4.0					4.0	4.0		4.0	
Vehicle Extension (s)	3.0		3.0					3.0	3.0		3.0	
Lane Grp Cap (vph)	525		699					2104	941		1548	
v/s Ratio Prot	c0.25		0.06					c0.36			c0.39	
v/s Ratio Perm			0.23						0.26			
v/c Ratio	0.84		0.66					0.60	0.44		0.86	
Uniform Delay, d1	18.1		13.9					7.1	6.1		13.6	
Progression Factor	1.00		1.00					1.00	1.00		1.00	
Incremental Delay, d2	11.3		2.4					1.3	1.5		6.4	
Delay (s)	29.5		16.2					8.4	7.6		20.0	
Level of Service	C		B					A	A		B	
Approach Delay (s)		22.7			0.0			8.2			20.0	
Approach LOS		C			A			A			B	

Intersection Summary			
HCM Average Control Delay	15.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	55.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	73.0%	ICU Level of Service	C
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)	3.0	3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00	1.00	0.95		0.97	0.95	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1681	1707	1583		1799	1583	1770	3520		3433	3539	1583
Flt Permitted	0.95	0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1681	1707	1583		1799	1583	1770	3520		3433	3539	1583
Volume (vph)	557	88	108	216	88	322	215	638	23	397	611	400
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	619	98	120	240	98	358	239	709	26	441	679	444
Lane Group Flow (vph)	349	368	120	0	338	358	239	735	0	441	679	444
Turn Type	Split		Perm	Split		Perm	Prot			Prot		pm+ov
Protected Phases	8	8		4	4		1	6		5	2	8
Permitted Phases			8			4						2
Actuated Green, G (s)	16.0	16.0	16.0		15.5	15.5	10.0	18.5		9.0	17.5	33.5
Effective Green, g (s)	17.0	17.0	17.0		16.5	16.5	11.0	19.5		10.0	18.5	35.5
Actuated g/C Ratio	0.23	0.23	0.23		0.22	0.22	0.15	0.26		0.13	0.25	0.47
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	381	387	359		396	348	260	915		458	873	813
v/s Ratio Prot	0.21	c0.22			0.19		c0.14	c0.21		0.13	0.19	0.12
v/s Ratio Perm			0.08			c0.23						0.16
v/c Ratio	0.92	0.95	0.33		0.85	1.03	0.92	0.80		0.96	0.78	0.55
Uniform Delay, d1	28.3	28.6	24.3		28.1	29.2	31.6	26.0		32.3	26.3	14.0
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	26.1	33.1	0.6		16.2	55.8	34.6	7.4		32.4	6.8	0.8
Delay (s)	54.4	61.7	24.8		44.3	85.1	66.1	33.4		64.8	33.1	14.8
Level of Service	D	E	C		D	F	E	C		E	C	B
Approach Delay (s)		53.4			65.3			41.4			36.8	
Approach LOS		D			E			D			D	

Intersection Summary			
HCM Average Control Delay	46.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	72.3%	ICU Level of Service	C
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00		1.00	0.97	1.00	1.00	1.00	0.95	1.00	0.95	1.00	
Frt	1.00		0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85	
Flt Protected	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	
Satd. Flow (prot)	1770		1583	3433	1863	1583	1770	3539	1583	3539	1583	
Flt Permitted	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	
Satd. Flow (perm)	1770		1583	3433	1863	1583	1770	3539	1583	3539	1583	
Volume (vph)	45	0	303	339	152	177	309	730	448	448	396	52
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	0	329	368	165	192	336	793	487	487	430	57
Lane Group Flow (vph)	49	0	329	368	165	192	336	793	487	487	487	0
Turn Type	Prot		custom	custom		Perm	Prot		Perm		Perm	
Protected Phases	7				8		5	2		6		
Permitted Phases			4	3		8			2		6	
Actuated Green, G (s)	3.6		19.6	10.0	26.0	26.0	17.0	48.4	48.4	27.4	27.4	
Effective Green, g (s)	3.6		19.6	10.0	26.0	26.0	17.0	48.4	48.4	27.4	27.4	
Actuated g/C Ratio	0.04		0.22	0.11	0.29	0.29	0.19	0.54	0.54	0.30	0.30	
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	71		345	381	538	457	334	1903	851	1077	482	
v/s Ratio Prot	0.03				0.09		c0.19	0.22		0.14		
v/s Ratio Perm			c0.21	c0.11		0.12			0.31		c0.31	
v/c Ratio	0.69		0.95	0.97	0.31	0.42	1.01	0.42	0.57	0.45	1.01	
Uniform Delay, d1	42.6		34.8	39.8	25.0	25.9	36.5	12.4	13.9	25.2	31.3	
Progression Factor	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.28	1.27	
Incremental Delay, d2	25.1		36.1	36.8	0.3	0.6	50.8	0.7	2.8	0.7	32.8	
Delay (s)	67.7		70.9	76.7	25.3	26.5	87.3	13.1	16.7	33.0	72.7	
Level of Service	E		E	E	C	C	F	B	B	C	E	
Approach Delay (s)		70.5			51.7			29.6		52.9		
Approach LOS		E			D			C		D		

Intersection Summary			
HCM Average Control Delay	44.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	67.5%	ICU Level of Service	B
c Critical Lane Group			

Movement	NEL
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	0
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	0.0
Approach LOS	A

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	59	143	556	56	205	502
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (veh/h)	66	159	618	62	228	558
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						320
pX, platoon unblocked	0.82					
vC, conflicting volume	1662	649			680	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1811	649			680	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	66			75	
cM capacity (veh/h)	53	470			912	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	224	680	228	558
Volume Left	66	0	228	0
Volume Right	159	62	0	0
cSH	142	1700	912	1700
Volume to Capacity	1.58	0.40	0.25	0.33
Queue Length (ft)	391	0	25	0
Control Delay (s)	347.1	0.0	10.3	0.0
Lane LOS	F		B	
Approach Delay (s)	347.1	0.0	3.0	
Approach LOS	F			

Intersection Summary			
Average Delay	47.5		
Intersection Capacity Utilization	72.3%	ICU Level of Service	C