| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| Total Lost time (s) | | | | | 4.0 | | 3.0 | 3.0 | | | 3.0 | |
| Lane Util. Factor | | | | | 0.95 | | 1.00 | 1.00 | | | 1.00 | |
| Frpb, ped/bikes | | | | | 1.00 | | 1.00 | 1.00 | | | 0.97 | |
| Flpb, ped/bikes | | | | | 0.99 | | 0.99 | 1.00 | | | 1.00 | |
| Frt | | | | | 1.00 | | 1.00 | 1.00 | | | 0.92 | |
| Flt Protected | | | | | 0.98 | | 0.95 | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | | | | 2717 | | 1379 | 1471 | | | 1324 | |
| Flt Permitted | | | | | 0.98 | | 0.43 | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | | | | 2717 | | 617 | 1471 | | | 1324 | |
| Volume (vph) | 0 | 0 | 0 | 136 | 244 | 0 | 24 | 348 | 0 | 0 | 199 | 249 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 148 | 265 | 0 | 26 | 378 | 0 | 0 | 216 | 271 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 413 | 0 | 26 | 378 | 0 | 0 | 487 | 0 |
| Confl. Peds. (#/hr) | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| Turn Type | | | | Perm | | | Perm | | | | | |
| Protected Phases | | | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | | | | 8 | | | 2 | | | | | |
| Actuated Green, G (s) | | | | | 14.2 | | 37.8 | 37.8 | | | 37.8 | |
| Effective Green, g (s) | | | | | 14.2 | | 38.8 | 38.8 | | | 38.8 | |
| Actuated g/C Ratio | | | | | 0.24 | | 0.65 | 0.65 | | | 0.65 | |
| Clearance Time (s) | | | | | 4.0 | | 4.0 | 4.0 | | | 4.0 | |
| Vehicle Extension (s) | | | | | 3.0 | | 3.0 | 3.0 | | | 3.0 | |
| Lane Grp Cap (vph) | | | | | 643 | | 399 | 951 | | | 856 | |
| v/s Ratio Prot | | | | | | | | 0.26 | | | c0.37 | |
| v/s Ratio Perm | | | | | c0.15 | | 0.04 | | | | | |
| v/c Ratio | | | | | 0.64 | | 0.07 | 0.40 | | | 0.57 | |
| Uniform Delay, d1 | | | | | 20.6 | | 3.9 | 5.0 | | | 5.9 | |
| Progression Factor | | | | | 0.83 | | 1.00 | 1.00 | | | 0.52 | |
| Incremental Delay, d2 | | | | | 2.0 | | 0.3 | 1.2 | | | 1.9 | |
| Delay (s) | | | | | 19.1 | | 4.2 | 6.3 | | | 4.9 | |
| Level of Service | | | | | B | | A | A | | | A | |
| Approach Delay (s) | | 0.0 | | | 19.1 | | | 6.2 | | | 4.9 | |
| Approach LOS | | A | | | B | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 9.8 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.59 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 7.0 |
| Intersection Capacity Utilization | 61.2% | ICU Level of Service | B |

c Critical Lane Group

| Movement | NBL | NBT | NBR | SBL | SBT | SBR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 231 | 163 | 5 | 336 | 0 | 157 | 86 | 44 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (veh/h) | 0 | 251 | 177 | 5 | 365 | 0 | 171 | 93 | 48 | 0 | 0 | 0 |
| Pedestrians | | 20 | | | 20 | | | 20 | | | 20 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 0.0 | |
| Walking Speed (ft/s) | | 5.0 | | | 5.0 | | | 5.0 | | | 5.0 | |
| Percent Blockage | | 1 | | | 1 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | 2 | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 203 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 385 | | | 448 | | | 756 | 844 | 405 | 826 | 756 | 380 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 385 | | | 448 | | | 756 | 844 | 405 | 826 | 756 | 380 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 45 | 68 | 92 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1158 | | | 1112 | | | 312 | 294 | 628 | 197 | 331 | 658 |

| Direction, Lane # | NB 1 | SB 1 | SB 2 | NE 1 |
|---|---|---|---|---|
| Volume Total | 428 | 5 | 365 | 312 |
| Volume Left | 0 | 5 | 0 | 171 |
| Volume Right | 177 | 0 | 0 | 48 |
| cSH | 1700 | 1112 | 1700 | 343 |
| Volume to Capacity | 0.25 | 0.00 | 0.21 | 0.91 |
| Queue Length (ft) | 0 | 0 | 0 | 226 |
| Control Delay (s) | 0.0 | 8.3 | 0.0 | 63.6 |
| Lane LOS | | A | | F |
| Approach Delay (s) | 0.0 | 0.1 | | 63.6 |
| Approach LOS | | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 17.9 | | |
| Intersection Capacity Utilization | 62.8% | ICU Level of Service | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| Total Lost time (s) | | 4.0 | | | 4.0 | 4.0 | | 4.0 | | 4.0 | 4.0 | |
| Lane Util. Factor | | 1.00 | | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | | 0.98 | | | 1.00 | 0.95 | | 1.00 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | | 1.00 | | | 1.00 | 1.00 | | 1.00 | | 0.99 | 1.00 | |
| Frt | | 0.94 | | | 1.00 | 0.85 | | 1.00 | | 1.00 | 0.96 | |
| Flt Protected | | 0.99 | | | 1.00 | 1.00 | | 0.99 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | | 1350 | | | 1471 | 1190 | | 1443 | | 1378 | 1401 | |
| Flt Permitted | | 0.94 | | | 1.00 | 1.00 | | 0.75 | | 0.50 | 1.00 | |
| Satd. Flow (perm) | | 1281 | | | 1471 | 1190 | | 1094 | | 719 | 1401 | |
| Volume (vph) | 59 | 227 | 200 | 0 | 174 | 69 | 104 | 256 | 0 | 76 | 263 | 83 |
| 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) | 64 | 247 | 217 | 0 | 189 | 75 | 113 | 278 | 0 | 83 | 286 | 90 |
| Lane Group Flow (vph) | 0 | 528 | 0 | 0 | 189 | 75 | 0 | 391 | 0 | 83 | 376 | 0 |
| Confl. Peds. (#/hr) | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| Turn Type | Perm | | | Perm | | Perm | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | | 6 | | |
| Actuated Green, G (s) | | 26.0 | | | 26.0 | 26.0 | | 26.0 | | 26.0 | 26.0 | |
| Effective Green, g (s) | | 26.0 | | | 26.0 | 26.0 | | 26.0 | | 26.0 | 26.0 | |
| Actuated g/C Ratio | | 0.43 | | | 0.43 | 0.43 | | 0.43 | | 0.43 | 0.43 | |
| Clearance Time (s) | | 4.0 | | | 4.0 | 4.0 | | 4.0 | | 4.0 | 4.0 | |
| Lane Grp Cap (vph) | | 555 | | | 637 | 516 | | 474 | | 312 | 607 | |
| v/s Ratio Prot | | | | | 0.13 | | | | | | 0.27 | |
| v/s Ratio Perm | | c0.41 | | | | 0.06 | | c0.36 | | 0.12 | | |
| v/c Ratio | | 0.95 | | | 0.30 | 0.15 | | 0.82 | | 0.27 | 0.62 | |
| Uniform Delay, d1 | | 16.4 | | | 11.1 | 10.3 | | 15.0 | | 10.9 | 13.2 | |
| Progression Factor | | 1.00 | | | 1.04 | 1.37 | | 0.61 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | | 27.9 | | | 1.1 | 0.5 | | 14.2 | | 2.1 | 4.7 | |
| Delay (s) | | 44.3 | | | 12.5 | 14.6 | | 23.4 | | 13.0 | 17.9 | |
| Level of Service | | D | | | B | B | | C | | B | B | |
| Approach Delay (s) | | 44.3 | | | 13.1 | | | 23.4 | | | 17.0 | |
| Approach LOS | | D | | | B | | | C | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 26.7 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.89 | | |
| Cycle Length (s) | 60.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 122.3% | ICU Level of Service | H |
| c Critical Lane Group | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SBL | SBR | NEL2 | NEL | NER |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | Stop | | | Stop | |
| Volume (veh/h) | 100 | 209 | 0 | 0 | 239 | 76 | 0 | 0 | 6 | 168 | 75 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (veh/h) | 109 | 227 | 0 | 0 | 260 | 83 | 0 | 0 | 7 | 183 | 82 |

| Direction, Lane # | EB 1 | WB 1 | NE 1 | NE 2 |
|---|---|---|---|---|
| Volume Total (vph) | 336 | 342 | 98 | 173 |
| Volume Left (vph) | 109 | 0 | 7 | 0 |
| Volume Right (vph) | 0 | 83 | 0 | 82 |
| Hadj (s) | 0.1 | -0.1 | 0.0 | -0.2 |
| Departure Headway (s) | 5.2 | 5.0 | 6.1 | 5.8 |
| Degree Utilization, x | 0.48 | 0.47 | 0.17 | 0.28 |
| Capacity (veh/h) | 670 | 699 | 552 | 579 |
| Control Delay (s) | 12.9 | 12.3 | 9.2 | 9.9 |
| Approach Delay (s) | 12.9 | 12.3 | 9.6 | |
| Approach LOS | B | B | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 11.8 | | |
| HCM Level of Service | B | | |
| Intersection Capacity Utilization | 80.4% | ICU Level of Service | D |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (veh/h) | 81 | 303 | 2 | 0 | 0 | 0 | 0 | 119 | 127 | 187 | 275 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (veh/h) | 88 | 329 | 2 | 0 | 0 | 0 | 0 | 129 | 138 | 203 | 299 | 0 |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total (vph) | 88 | 332 | 267 | 203 | 299 |
| Volume Left (vph) | 88 | 0 | 0 | 203 | 0 |
| Volume Right (vph) | 0 | 2 | 138 | 0 | 0 |
| Hadj (s) | 0.2 | 0.0 | -0.3 | 0.2 | 0.0 |
| Departure Headway (s) | 6.7 | 6.5 | 6.1 | 6.4 | 6.2 |
| Degree Utilization, x | 0.16 | 0.60 | 0.46 | 0.36 | 0.52 |
| Capacity (veh/h) | 514 | 529 | 569 | 543 | 564 |
| Control Delay (s) | 9.8 | 17.5 | 14.1 | 11.8 | 14.4 |
| Approach Delay (s) | 15.9 | | 14.1 | 13.4 | |
| Approach LOS | C | | B | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 14.4 | | |
| HCM Level of Service | B | | |
| Intersection Capacity Utilization | 66.7% | ICU Level of Service | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (veh/h) | 286 | 124 | 12 | 362 | 247 | 128 | 44 | 41 | 50 | 45 | 304 | 408 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (veh/h) | 311 | 135 | 13 | 393 | 268 | 139 | 48 | 45 | 54 | 49 | 330 | 443 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|---|---|
| Volume Total (vph) | 311 | 148 | 393 | 408 | 92 | 54 | 379 | 443 |
| Volume Left (vph) | 311 | 0 | 393 | 0 | 48 | 0 | 49 | 0 |
| Volume Right (vph) | 0 | 13 | 0 | 139 | 0 | 54 | 0 | 443 |
| Hadj (s) | 0.2 | 0.0 | 0.2 | -0.2 | 0.1 | -0.6 | 0.1 | -0.6 |
| Departure Headway (s) | 9.1 | 8.8 | 8.5 | 8.1 | 9.8 | 9.1 | 8.3 | 7.7 |
| Degree Utilization, x | 0.78 | 0.36 | 0.93 | 0.92 | 0.25 | 0.14 | 0.88 | 0.95 |
| Capacity (veh/h) | 389 | 384 | 393 | 408 | 342 | 376 | 379 | 455 |
| Control Delay (s) | 36.8 | 15.5 | 56.1 | 51.9 | 14.8 | 12.3 | 46.4 | 56.8 |
| Approach Delay (s) | 30.0 | | 54.0 | | 13.9 | | 52.0 | |
| Approach LOS | D | | F | | B | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 45.7 | | |
| HCM Level of Service | E | | |
| Intersection Capacity Utilization | 94.3% | ICU Level of Service | E |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (veh/h) | 0 | 0 | 0 | 165 | 208 | 141 | 13 | 187 | 0 | 0 | 297 | 196 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (veh/h) | 0 | 0 | 0 | 179 | 226 | 153 | 14 | 203 | 0 | 0 | 323 | 213 |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total (vph) | 292 | 266 | 14 | 203 | 323 | 213 |
| Volume Left (vph) | 179 | 0 | 14 | 0 | 0 | 0 |
| Volume Right (vph) | 0 | 153 | 0 | 0 | 0 | 213 |
| Hadj (s) | 0.2 | -0.3 | 0.2 | 0.0 | 0.0 | -0.6 |
| Departure Headway (s) | 6.6 | 6.1 | 7.0 | 6.8 | 6.4 | 5.8 |
| Degree Utilization, x | 0.54 | 0.45 | 0.03 | 0.38 | 0.58 | 0.34 |
| Capacity (veh/h) | 528 | 567 | 488 | 509 | 546 | 597 |
| Control Delay (s) | 15.8 | 13.0 | 9.0 | 12.8 | 16.6 | 10.7 |
| Approach Delay (s) | 14.5 | | 12.5 | | 14.2 | |
| Approach LOS | B | | B | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 14.1 | | |
| HCM Level of Service | B | | |
| Intersection Capacity Utilization | 53.2% | ICU Level of Service | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| Total Lost time (s) | | 4.0 | | | 4.0 | | | | | | 4.0 | |
| Lane Util. Factor | | 1.00 | | | 1.00 | | | | | | 0.95 | |
| Frpb, ped/bikes | | 1.00 | | | 1.00 | | | | | | 0.99 | |
| Flpb, ped/bikes | | 1.00 | | | 1.00 | | | | | | 1.00 | |
| Frt | | 1.00 | | | 1.00 | | | | | | 0.95 | |
| Flt Protected | | 1.00 | | | 0.98 | | | | | | 1.00 | |
| Satd. Flow (prot) | | 1471 | | | 1431 | | | | | | 2616 | |
| Flt Permitted | | 1.00 | | | 0.74 | | | | | | 1.00 | |
| Satd. Flow (perm) | | 1471 | | | 1089 | | | | | | 2616 | |
| Volume (vph) | 0 | 282 | 0 | 121 | 148 | 0 | 0 | 0 | 0 | 31 | 249 | 124 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 307 | 0 | 132 | 161 | 0 | 0 | 0 | 0 | 34 | 271 | 135 |
| Lane Group Flow (vph) | 0 | 307 | 0 | 0 | 293 | 0 | 0 | 0 | 0 | 0 | 440 | 0 |
| Confl. Peds. (#/hr) | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| Turn Type | | | | Perm | | | | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | | | | 6 | |
| Permitted Phases | | | | 8 | | | | | | 6 | 6 | |
| Actuated Green, G (s) | | 30.0 | | | 30.0 | | | | | | 22.0 | |
| Effective Green, g (s) | | 30.0 | | | 30.0 | | | | | | 22.0 | |
| Actuated g/C Ratio | | 0.50 | | | 0.50 | | | | | | 0.37 | |
| Clearance Time (s) | | 4.0 | | | 4.0 | | | | | | 4.0 | |
| Lane Grp Cap (vph) | | 736 | | | 545 | | | | | | 959 | |
| v/s Ratio Prot | | 0.21 | | | | | | | | | c0.17 | |
| v/s Ratio Perm | | | | | c0.27 | | | | | | | |
| v/c Ratio | | 0.42 | | | 0.54 | | | | | | 0.46 | |
| Uniform Delay, d1 | | 9.5 | | | 10.3 | | | | | | 14.5 | |
| Progression Factor | | 0.62 | | | 1.00 | | | | | | 1.00 | |
| Incremental Delay, d2 | | 1.2 | | | 3.8 | | | | | | 1.6 | |
| Delay (s) | | 7.1 | | | 14.0 | | | | | | 16.0 | |
| Level of Service | | A | | | B | | | | | | B | |
| Approach Delay (s) | | 7.1 | | | 14.0 | | | 0.0 | | | 16.0 | |
| Approach LOS | | A | | | B | | | A | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 12.8 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.50 | | |
| Cycle Length (s) | 60.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 70.5% | ICU Level of Service | C |
| c Critical Lane Group | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (veh/h) | 5 | 10 | 10 | 5 | 0 | 5 | 0 | 360 | 20 | 0 | 300 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (veh/h) | 5 | 11 | 11 | 5 | 0 | 5 | 0 | 391 | 22 | 0 | 326 | 0 |

| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 27 | 5 | 5 | 413 | 326 |
| Volume Left (vph) | 5 | 5 | 0 | 0 | 0 |
| Volume Right (vph) | 11 | 0 | 5 | 22 | 0 |
| Hadj (s) | -0.2 | 0.2 | -0.6 | 0.0 | 0.0 |
| Departure Headway (s) | 5.4 | 6.3 | 5.5 | 4.3 | 4.4 |
| Degree Utilization, x | 0.04 | 0.01 | 0.01 | 0.50 | 0.40 |
| Capacity (veh/h) | 596 | 512 | 581 | 817 | 790 |
| Control Delay (s) | 8.6 | 8.1 | 7.3 | 11.5 | 10.4 |
| Approach Delay (s) | 8.6 | 7.7 | | 11.5 | 10.4 |
| Approach LOS | A | A | | B | B |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 10.9 | | |
| HCM Level of Service | B | | |
| Intersection Capacity Utilization | 44.4% | ICU Level of Service | A |