Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER	SER2
Lane Configurations												
Ideal Flow (vphpl)	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Total Lost time (s)		3.0	3.0	3.0	3.0		3.0		3.0	4.0	4.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	
Frpb, ped/bikes		1.00	0.91	1.00	1.00		1.00		0.86	1.00	0.73	
Flpb, ped/bikes		1.00	1.00	0.96	1.00		0.89		1.00	1.00	1.00	
Frt		1.00	0.85	1.00	1.00		1.00		0.85	1.00	0.85	
Flt Protected		1.00	1.00	0.95	1.00		0.95		1.00	0.95	1.00	
Satd. Flow (prot)		1471	1143	1343	1471		1243		1072	1397	918	
Flt Permitted		1.00	1.00	0.43	1.00		0.70		1.00	0.95	1.00	
Satd. Flow (perm)		1471	1143	614	1471		913		1072	1397	918	
Volume (vph)	0	265	163	180	450	0	219	0	109	70	7	56
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	135%	135%	135%	135%	135%	135%	135%	135%	135%	135%	135%	135%
Adj. Flow (vph)	0	389	239	264	660	0	321	0	160	103	10	82
Lane Group Flow (vph)	0	389	239	264	660	0	321	0	160	103	92	0
Confl. Peds. (#/hr)	100	20	100	100	20	100	100	100	100	100	100	100
Turn Type			Perm	Perm			custom		custom	Prot		
Protected Phases		4			8					6		
Permitted Phases			4	8			2		2		6	
Actuated Green, G (s)		24.1	24.1	24.1	24.1		20.5		20.5	20.5	20.5	
Effective Green, g (s)		25.1	25.1	25.1	25.1		21.5		21.5	20.5	20.5	
Actuated g/C Ratio		0.48	0.48	0.48	0.48		0.41		0.41	0.39	0.39	
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)		702	545	293	702		373		438	544	358	
v/s Ratio Prot		0.26			c0.45					0.07		
v/s Ratio Perm			0.21	0.43			c0.35		0.15		0.10	
v/c Ratio		0.55	0.44	0.90	0.94		0.86		0.37	0.19	0.26	
Uniform Delay, d1		9.8	9.1	12.6	13.0		14.2		10.8	10.6	10.9	
Progression Factor		1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	
Incremental Delay, d2		1.0	0.6	28.6	20.6		18.0		0.5	0.2	0.4	
Delay (s)		10.7	9.7	41.2	33.7		32.2		11.3	10.7	11.3	
Level of Service		B	A	D	C		C		B	B	B	
Approach Delay (s)		10.3			35.8			25.2		11.0		
Approach LOS		B			D			C		B		

Intersection Summary			
HCM Average Control Delay	24.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	52.6	Sum of lost time (s)	6.0
Intersection Capacity Utilization	97.7%	ICU Level of Service	E
c Critical Lane Group			

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)	3.0	4.0						3.0			3.0	
Lane Util. Factor	1.00	1.00						0.95			0.95	
Frpb, ped/bikes	1.00	0.99						1.00			1.00	
Flpb, ped/bikes	1.00	1.00						1.00			1.00	
Frt	1.00	0.95						0.94			1.00	
Flt Protected	0.95	1.00						1.00			1.00	
Satd. Flow (prot)	1397	1383						2621			2794	
Flt Permitted	0.95	1.00						1.00			1.00	
Satd. Flow (perm)	1397	1383						2621			2794	
Volume (vph)	157	86	44	0	0	0	0	231	163	0	180	0
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
Growth Factor (vph)	135%	135%	135%	135%	135%	135%	135%	135%	135%	135%	135%	135%
Adj. Flow (vph)	230	126	65	0	0	0	0	339	239	0	264	0
Lane Group Flow (vph)	230	191	0	0	0	0	0	578	0	0	264	0
Confl. Peds. (#/hr)	20		20				20	20			20	20
Turn Type	Prot											
Protected Phases	7	4						2			6	
Permitted Phases												
Actuated Green, G (s)	11.8	11.8						30.2			30.2	
Effective Green, g (s)	12.8	11.8						31.2			31.2	
Actuated g/C Ratio	0.26	0.24						0.62			0.62	
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)	358	326						1636			1743	
v/s Ratio Prot	c0.16	0.14						c0.22			0.09	
v/s Ratio Perm												
v/c Ratio	0.64	0.59						0.35			0.15	
Uniform Delay, d1	16.6	16.9						4.5			3.9	
Progression Factor	1.00	1.00						1.00			1.00	
Incremental Delay, d2	3.9	2.7						0.6			0.2	
Delay (s)	20.5	19.6						5.1			4.1	
Level of Service	C	B						A			A	
Approach Delay (s)		20.1			0.0			5.1			4.1	
Approach LOS		C			A			A			A	

Intersection Summary			
HCM Average Control Delay	9.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	44.4%	ICU Level of Service	A
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Ideal Flow (vphpl)	1500	1500	1500	1500	1500	1500
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.98		1.00	1.00	1.00	0.96
Flpb, ped/bikes	1.00		0.99	1.00	1.00	1.00
Frt	0.93		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1339		1382	1471	1397	1197
Flt Permitted	1.00		0.45	1.00	0.95	1.00
Satd. Flow (perm)	1339		648	1471	1397	1197
Volume (vph)	156	165	50	496	99	225
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	135%	135%	135%	135%	135%	135%
Adj. Flow (vph)	229	242	73	728	145	330
Lane Group Flow (vph)	471	0	73	728	145	330
Confl. Peds. (#/hr)	20	20	20	20	20	20
Turn Type			Perm			Perm
Protected Phases	4			8	2	
Permitted Phases			8			2
Actuated Green, G (s)	28.5		28.5	28.5	11.0	11.0
Effective Green, g (s)	28.5		28.5	28.5	11.0	11.0
Actuated g/C Ratio	0.60		0.60	0.60	0.23	0.23
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)	803		389	883	324	277
v/s Ratio Prot	0.35			c0.50	0.10	
v/s Ratio Perm			0.11			c0.28
v/c Ratio	0.59		0.19	0.82	0.45	1.19
Uniform Delay, d1	5.9		4.3	7.5	15.6	18.2
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1		0.2	6.3	1.0	116.1
Delay (s)	7.0		4.5	13.8	16.6	134.4
Level of Service	A		A	B	B	F
Approach Delay (s)	7.0			13.0	98.4	
Approach LOS	A			B	F	

Intersection Summary			
HCM Average Control Delay	34.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	47.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	69.5%	ICU Level of Service	B
c Critical Lane Group			

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	
Lane Util. Factor	1.00	1.00						1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00						0.98		1.00	1.00	
Flpb, ped/bikes	1.00	1.00						1.00		1.00	1.00	
Frt	1.00	1.00						0.93		1.00	1.00	
Flt Protected	0.95	1.00						1.00		0.95	1.00	
Satd. Flow (prot)	1397	1469						1344		1397	1471	
Flt Permitted	0.95	1.00						1.00		0.95	1.00	
Satd. Flow (perm)	1397	1469						1344		1397	1471	
Volume (vph)	81	303	2	0	0	0	0	119	127	187	275	0
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
Growth Factor (vph)	135%	135%	135%	135%	135%	135%	135%	135%	135%	135%	135%	135%
Adj. Flow (vph)	119	445	3	0	0	0	0	175	186	274	404	0
Lane Group Flow (vph)	119	448	0	0	0	0	0	361	0	274	404	0
Confl. Peds. (#/hr)	20	20	20	20	20	20	20	20	20	20	20	20
Turn Type	Prot									Prot		
Protected Phases	2!									1		
Permitted Phases		2!						8			6!	
Actuated Green, G (s)	28.9	28.9						20.4		17.2	50.1	
Effective Green, g (s)	28.9	28.9						20.4		17.2	50.1	
Actuated g/C Ratio	0.37	0.37						0.26		0.22	0.64	
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)	514	541						349		306	939	
v/s Ratio Prot	0.09									c0.20		
v/s Ratio Perm		c0.31						c0.27			0.27	
v/c Ratio	0.23	0.83						1.03		0.90	0.43	
Uniform Delay, d1	17.1	22.5						29.0		29.8	7.1	
Progression Factor	1.00	1.00						1.00		1.00	1.00	
Incremental Delay, d2	1.1	13.6						57.3		26.5	1.4	
Delay (s)	18.2	36.2						86.4		56.3	8.5	
Level of Service	B	D						F		E	A	
Approach Delay (s)		32.4			0.0			86.4			27.8	
Approach LOS		C			A			F			C	

Intersection Summary			
HCM Average Control Delay	42.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	78.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	86.2%	ICU Level of Service	D

! Phase conflict between lane groups.
c Critical Lane Group

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	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.98		1.00	1.00	0.84	1.00	0.85		1.00	1.00	0.94
Flpb, ped/bikes	0.99	1.00		0.97	1.00	1.00	1.00	1.00		0.89	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1376	1416		1360	1471	1050	1397	1152		1243	1471	1179
Flt Permitted	0.26	1.00		0.26	1.00	1.00	0.14	1.00		0.60	1.00	1.00
Satd. Flow (perm)	378	1416		366	1471	1050	204	1152		791	1471	1179
Volume (vph)	286	124	12	362	247	128	44	41	50	45	304	408
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
Growth Factor (vph)	135%	135%	135%	135%	135%	135%	135%	135%	135%	135%	135%	135%
Adj. Flow (vph)	420	182	18	531	362	188	65	60	73	66	446	599
Lane Group Flow (vph)	420	200	0	531	362	188	65	133	0	66	446	599
Confl. Peds. (#/hr)	75	20	75	75	20	75	75	20	75	75	20	75
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		Free
Actuated Green, G (s)	56.3	21.1		72.4	33.2	33.2	56.4	40.2		56.4	40.2	140.8
Effective Green, g (s)	56.3	21.1		72.4	33.2	33.2	56.4	40.2		56.4	40.2	140.8
Actuated g/C Ratio	0.40	0.15		0.51	0.24	0.24	0.40	0.29		0.40	0.29	1.00
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)	401	212		522	347	248	219	329		369	420	1179
v/s Ratio Prot	0.26	0.14		c0.34	c0.25		0.03	0.12		0.02	c0.30	
v/s Ratio Perm	0.16			0.18		0.18	0.08			0.05		c0.51
v/c Ratio	1.05	0.94		1.02	1.04	0.76	0.30	0.40		0.18	1.06	0.51
Uniform Delay, d1	37.7	59.3		34.6	53.8	50.1	29.8	40.6		26.8	50.3	0.0
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	57.9	45.8		43.8	60.0	12.4	0.8	0.8		0.2	61.3	1.6
Delay (s)	95.5	105.0		78.4	113.8	62.5	30.6	41.4		27.0	111.6	1.6
Level of Service	F	F		E	F	E	C	D		C	F	A
Approach Delay (s)		98.6			87.5			37.9			47.2	
Approach LOS		F			F			D			D	

Intersection Summary			
HCM Average Control Delay	71.7	HCM Level of Service	E
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	140.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	102.1%	ICU Level of Service	F
c Critical Lane Group			

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
Lane Util. Factor					0.95		1.00	1.00			1.00	1.00
Frpb, ped/bikes					0.99		1.00	1.00			1.00	0.97
Flpb, ped/bikes					1.00		0.99	1.00			1.00	1.00
Frt					0.98		1.00	1.00			1.00	0.85
Flt Protected					0.99		0.95	1.00			1.00	1.00
Satd. Flow (prot)					2704		1389	1471			1471	1209
Flt Permitted					0.99		0.19	1.00			1.00	1.00
Satd. Flow (perm)					2704		278	1471			1471	1209
Volume (vph)	0	0	0	165	838	141	13	187	0	0	350	150
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
Growth Factor (vph)	135%	135%	135%	135%	135%	135%	135%	135%	135%	135%	135%	135%
Adj. Flow (vph)	0	0	0	242	1230	207	19	274	0	0	514	220
Lane Group Flow (vph)	0	0	0	0	1679	0	19	274	0	0	514	220
Confl. Peds. (#/hr)	20	20	20	20	20	20	20	20	20	20	20	20
Turn Type				Prot			Perm					Perm
Protected Phases				3	8			2			6	
Permitted Phases					8		2					6
Actuated Green, G (s)					46.0		21.0	21.0			21.0	21.0
Effective Green, g (s)					46.0		21.0	21.0			21.0	21.0
Actuated g/C Ratio					0.61		0.28	0.28			0.28	0.28
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)					1658		78	412			412	339
v/s Ratio Prot					c0.62			0.19			c0.35	
v/s Ratio Perm							0.07					0.18
v/c Ratio					1.01		0.24	0.67			1.25	0.65
Uniform Delay, d1					14.5		20.9	23.9			27.0	23.8
Progression Factor					1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2					25.3		1.6	4.0			130.2	4.2
Delay (s)					39.8		22.5	27.9			157.2	28.0
Level of Service					D		C	C			F	C
Approach Delay (s)		0.0			39.8			27.6			118.5	
Approach LOS		A			D			C			F	

Intersection Summary			
HCM Average Control Delay	59.8	HCM Level of Service	E
HCM Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	104.8%	ICU Level of Service	F
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)	0	206	70	17	38	0	0	0	0	4	916	77
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	302	103	25	56	0	0	0	0	6	1344	113

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	405	81	678	785
Volume Left (vph)	0	25	6	0
Volume Right (vph)	103	0	0	113
Hadj (s)	-0.1	0.1	0.0	-0.1
Departure Headway (s)	5.8	6.6	5.9	5.8
Degree Utilization, x	0.65	0.15	1.12	1.27
Capacity (veh/h)	607	532	611	627
Control Delay (s)	19.0	10.7	94.8	154.1
Approach Delay (s)	19.0	10.7	126.6	
Approach LOS	C	B	F	

Intersection Summary			
Delay	99.5		
HCM Level of Service	F		
Intersection Capacity Utilization	86.6%	ICU Level of Service	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Yield			Yield			Yield			Stop	
Volume (veh/h)	75	35	100	0	30	9	25	300	19	0	50	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)	110	51	147	0	44	13	37	440	28	0	73	0

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	308	57	505	73
Volume Left (vph)	110	0	37	0
Volume Right (vph)	147	13	28	0
Hadj (s)	-0.2	-0.1	0.0	0.0
Departure Headway (s)	5.3	5.7	5.0	5.6
Degree Utilization, x	0.45	0.09	0.70	0.11
Capacity (veh/h)	641	557	698	587
Control Delay (s)	12.5	9.3	18.8	9.3
Approach Delay (s)	12.5	9.3	18.8	9.3
Approach LOS	B	A	C	A

Intersection Summary			
Delay	15.4		
HCM Level of Service	C		
Intersection Capacity Utilization	76.6%	ICU Level of Service	C

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	120	0	0	0	5	0	360	20	150	200	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)	7	176	0	0	0	7	0	528	29	220	293	0

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	183	7	558	514
Volume Left (vph)	7	0	0	220
Volume Right (vph)	0	7	29	0
Hadj (s)	0.0	-0.6	0.0	0.1
Departure Headway (s)	6.4	6.3	5.2	5.4
Degree Utilization, x	0.33	0.01	0.81	0.76
Capacity (veh/h)	517	482	679	653
Control Delay (s)	12.5	9.4	26.1	23.6
Approach Delay (s)	12.5	9.4	26.1	23.6
Approach LOS	B	A	D	C

Intersection Summary			
Delay	23.0		
HCM Level of Service	C		
Intersection Capacity Utilization	94.7%	ICU Level of Service	E

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	4.0
Lane Util. Factor		1.00	1.00		0.95		0.97		1.00		0.95	1.00
Frt		1.00	0.85		1.00		1.00		0.85		1.00	0.85
Flt Protected		1.00	1.00		0.98		0.95		1.00		1.00	1.00
Satd. Flow (prot)		1471	1250		2733		2710		1250		2794	1250
Flt Permitted		1.00	1.00		0.60		0.06		1.00		1.00	1.00
Satd. Flow (perm)		1471	1250		1663		185		1250		2794	1250
Volume (vph)	0	127	185	121	148	0	400	0	250	0	900	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
Growth Factor (vph)	135%	135%	135%	135%	135%	135%	135%	135%	135%	135%	135%	135%
Adj. Flow (vph)	0	186	271	178	217	0	587	0	367	0	1321	182
Lane Group Flow (vph)	0	186	271	0	395	0	587	0	367	0	1321	182
Turn Type			Free	pm+pt			D.P+P		Free	custom		Free
Protected Phases		2		3	6		4			8	8	
Permitted Phases			Free	6			8		Free	8		Free
Actuated Green, G (s)		20.7	140.0		35.9		88.1		140.0		61.6	140.0
Effective Green, g (s)		20.7	140.0		35.9		88.1		140.0		61.6	140.0
Actuated g/C Ratio		0.15	1.00		0.26		0.63		1.00		0.44	1.00
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)		217	1250		543		594		1250		1229	1250
v/s Ratio Prot		c0.13			c0.08		c0.19				c0.47	
v/s Ratio Perm			0.22		0.11		0.43		0.29			0.15
v/c Ratio		0.86	0.22		0.86dl		0.99		0.29		1.07	0.15
Uniform Delay, d1		58.2	0.0		47.6		46.4		0.0		39.2	0.0
Progression Factor		1.00	1.00		1.00		1.00		1.00		1.00	1.00
Incremental Delay, d2		26.7	0.4		4.8		33.6		0.6		48.3	0.2
Delay (s)		84.9	0.4		52.4		80.0		0.6		87.5	0.2
Level of Service		F	A		D		E		A		F	A
Approach Delay (s)		34.8			52.4			49.4			77.0	
Approach LOS		C			D			D			E	

Intersection Summary			
HCM Average Control Delay	60.3	HCM Level of Service	E
HCM Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	107.3%	ICU Level of Service	F

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group