Appendix B

Capacity Analysis

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	198	176	116	0	0	329
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	215	191	126	0	0	358
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	126				748	126
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	126				748	126
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	85				100	61
cM capacity (veh/h)	1460				324	924

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	215	191	126	0	358
Volume Left	215	0	0	0	0
Volume Right	0	0	0	0	358
cSH	1460	1700	1700	1700	924
Volume to Capacity	0.15	0.11	0.07	0.00	0.39
Queue Length 95th (ft)	13	0	0	0	46
Control Delay (s)	7.9	0.0	0.0	0.0	11.3
Lane LOS	A				B
Approach Delay (s)	4.2		0.0		11.3
Approach LOS					B

Intersection Summary			
Average Delay	6.5		
Intersection Capacity Utilization	33.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	2%		0%			-2%
Volume (veh/h)	167	278	125	115	259	668
Peak Hour Factor	0.90	0.90	0.77	0.77	0.94	0.94
Hourly flow rate (vph)	186	309	162	149	276	711
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage veh)	0					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1499	237			312	
vC1, stage 1 conf vol	237					
vC2, stage 2 conf vol	1262					
vCu, unblocked vol	1499	237			312	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	61			78	
cM capacity (veh/h)	132	802			1249	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	186	309	312	276	711
Volume Left	186	0	0	276	0
Volume Right	0	309	149	0	0
cSH	132	802	1700	1249	1700
Volume to Capacity	1.41	0.39	0.18	0.22	0.42
Queue Length 95th (ft)	308	46	0	21	0
Control Delay (s)	283.3	12.3	0.0	8.7	0.0
Lane LOS	F	B		A	
Approach Delay (s)	114.0		0.0	2.4	
Approach LOS	F				

Intersection Summary			
Average Delay	32.8		
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%			-2%	
Volume (veh/h)	10	7	7	172	14	58	45	157	220	102	723	13
Peak Hour Factor	0.60	0.60	0.60	0.91	0.91	0.91	0.87	0.87	0.87	0.88	0.88	0.88
Hourly flow rate (vph)	17	12	12	189	15	64	52	180	253	116	822	15
Pedestrians		6			4			1				
Lane Width (ft)		12.0			13.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			0			0				
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh)		0			0							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1422	1608	836	1486	1489	311	842			437		
vC1, stage 1 conf vol	1067	1067		414	414							
vC2, stage 2 conf vol	355	541		1072	1074							
vCu, unblocked vol	1422	1608	836	1486	1489	311	842			437		
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		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 %	87	91	97	0	88	91	93			90		
cM capacity (veh/h)	130	134	365	106	130	727	789			1118		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1	SB 2
Volume Total	17	23	189	15	64	52	433	116	836
Volume Left	17	0	189	0	0	52	0	116	0
Volume Right	0	12	0	0	64	0	253	0	15
cSH	130	196	106	130	727	789	1700	1118	1700
Volume to Capacity	0.13	0.12	1.78	0.12	0.09	0.07	0.25	0.10	0.49
Queue Length 95th (ft)	11	10	377	10	7	5	0	9	0
Control Delay (s)	36.8	25.9	456.5	36.4	10.4	9.9	0.0	8.6	0.0
Lane LOS	E	D	F	E	B	A		A	
Approach Delay (s)	30.4		326.4			1.1		1.0	
Approach LOS	D		F						

Intersection Summary			
Average Delay	51.7		
Intersection Capacity Utilization	68.4%	ICU Level of Service	C
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)	0	12	23	203	827	5
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	12	23	203	827	5
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	1078	830	832			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1078	830	832			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	97			
cM capacity (veh/h)	235	370	801			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	12	226	832
Volume Left	0	23	0
Volume Right	12	0	5
cSH	370	801	1700
Volume to Capacity	0.03	0.03	0.49
Queue Length 95th (ft)	3	2	0
Control Delay (s)	15.0	1.3	0.0
Lane LOS	C	A	
Approach Delay (s)	15.0	1.3	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	53.8%	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)	273	452	394	406	98	111
Peak Hour Factor	0.91	0.91	0.94	0.94	0.89	0.89
Hourly flow rate (vph)	300	497	419	432	110	125
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			797		1819	548
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			797		1819	548
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			49		0	77
cM capacity (veh/h)			825		42	536

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	797	851	235
Volume Left	0	419	110
Volume Right	497	0	125
cSH	1700	825	82
Volume to Capacity	0.47	0.51	2.85
Queue Length 95th (ft)	0	73	573
Control Delay (s)	0.0	11.5	944.4
Lane LOS		B	F
Approach Delay (s)	0.0	11.5	944.4
Approach LOS			F

Intersection Summary			
Average Delay	123.0		
Intersection Capacity Utilization	107.5%	ICU Level of Service	G
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	384	0	0	772	28	23
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	384	0	0	772	28	23
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			384		1156	384
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			384		1156	384
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		87	97
cM capacity (veh/h)			1174		217	664

Direction, Lane #	EB 1	WB 1	NW 1
Volume Total	384	772	51
Volume Left	0	0	28
Volume Right	0	0	23
cSH	1700	1700	312
Volume to Capacity	0.23	0.45	0.16
Queue Length 95th (ft)	0	0	14
Control Delay (s)	0.0	0.0	18.8
Lane LOS			C
Approach Delay (s)	0.0	0.0	18.8
Approach LOS			C

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	50.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	-2%			2%	0%	
Volume (veh/h)	208	67	168	320	0	0
Peak Hour Factor	0.88	0.88	0.90	0.90	1.00	1.00
Hourly flow rate (vph)	236	76	187	356	0	0
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			312		965	236
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			312		965	236
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			85		100	100
cM capacity (veh/h)			1248		240	803

Direction, Lane #	EB 1	EB 2	WB 1	WB 2
Volume Total	236	76	187	356
Volume Left	0	0	187	0
Volume Right	0	76	0	0
cSH	1700	1700	1248	1700
Volume to Capacity	0.14	0.04	0.15	0.21
Queue Length 95th (ft)	0	0	13	0
Control Delay (s)	0.0	0.0	8.4	0.0
Lane LOS			A	
Approach Delay (s)	0.0		2.9	
Approach LOS				

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	277.0%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	2%			0%	-2%	
Volume (veh/h)	111	0	0	405	338	521
Peak Hour Factor	0.87	0.87	0.81	0.81	0.93	0.93
Hourly flow rate (vph)	128	0	0	500	363	560
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					Raised	
Median storage veh)					0	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			128		628	128
vC1, stage 1 conf vol					128	
vC2, stage 2 conf vol					500	
vCu, unblocked vol			128		628	128
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		6	39
cM capacity (veh/h)			1458		385	923

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	128	500	363	560
Volume Left	0	0	363	0
Volume Right	0	0	0	560
cSH	1700	1700	385	923
Volume to Capacity	0.08	0.29	0.94	0.61
Queue Length 95th (ft)	0	0	260	106
Control Delay (s)	0.0	0.0	65.8	14.7
Lane LOS			F	B
Approach Delay (s)	0.0	0.0	34.8	
Approach LOS			D	

Intersection Summary			
Average Delay	20.7		
Intersection Capacity Utilization	256.3%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			2%	-2%	
Volume (veh/h)	39	592	264	425	993	141
Peak Hour Factor	0.93	0.93	0.93	0.93	0.95	0.95
Hourly flow rate (vph)	42	637	284	457	1045	148
Pedestrians	2					
Lane Width (ft)	16.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type	Raised					
Median storage veh)	0					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1918	599	1196			
vC1, stage 1 conf vol	1121					
vC2, stage 2 conf vol	796					
vCu, unblocked vol	1918	599	1196			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	53	0	51			
cM capacity (veh/h)	90	444	578			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	42	637	284	228	228	697	497
Volume Left	42	0	284	0	0	0	0
Volume Right	0	637	0	0	0	0	148
cSH	90	444	578	1700	1700	1700	1700
Volume to Capacity	0.47	1.43	0.49	0.13	0.13	0.41	0.29
Queue Length 95th (ft)	49	791	67	0	0	0	0
Control Delay (s)	76.2	232.3	17.1	0.0	0.0	0.0	0.0
Lane LOS	F	F	C				
Approach Delay (s)	222.7		6.5			0.0	
Approach LOS	F						

Intersection Summary			
Average Delay	59.7		
Intersection Capacity Utilization	75.3%	ICU Level of Service	D
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)	5	57	27	176	815	4
Peak Hour Factor	0.90	0.90	0.74	0.74	0.79	0.79
Hourly flow rate (vph)	6	63	36	238	1032	5
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	1345	1034	1037			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1345	1034	1037			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	78	95			
cM capacity (veh/h)	158	282	671			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	69	274	1037
Volume Left	6	36	0
Volume Right	63	0	5
cSH	265	671	1700
Volume to Capacity	0.26	0.05	0.61
Queue Length 95th (ft)	25	4	0
Control Delay (s)	23.3	2.0	0.0
Lane LOS	C	A	
Approach Delay (s)	23.3	2.0	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	53.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	308	158	105	0	0	222
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	335	172	114	0	0	241
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	114				955	114
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	114				955	114
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	77				100	74
cM capacity (veh/h)	1475				221	938

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	335	172	114	0	241
Volume Left	335	0	0	0	0
Volume Right	0	0	0	0	241
cSH	1475	1700	1700	1700	938
Volume to Capacity	0.23	0.10	0.07	0.00	0.26
Queue Length 95th (ft)	22	0	0	0	26
Control Delay (s)	8.2	0.0	0.0	0.0	10.2
Lane LOS	A				B
Approach Delay (s)	5.4		0.0		10.2
Approach LOS					B

Intersection Summary			
Average Delay	6.0		
Intersection Capacity Utilization	27.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	2%		0%			-2%
Volume (veh/h)	119	208	474	350	116	264
Peak Hour Factor	0.90	0.90	0.77	0.77	0.94	0.94
Hourly flow rate (vph)	132	231	616	455	123	281
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	1371	843			1070	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1371	843			1070	
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	36			81	
cM capacity (veh/h)	130	364			651	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	132	231	1070	123	281
Volume Left	132	0	0	123	0
Volume Right	0	231	455	0	0
cSH	130	364	1700	651	1700
Volume to Capacity	1.01	0.64	0.63	0.19	0.17
Queue Length 95th (ft)	179	104	0	17	0
Control Delay (s)	147.8	30.7	0.0	11.8	0.0
Lane LOS	F	D		B	
Approach Delay (s)	73.3		0.0	3.6	
Approach LOS	F				

Intersection Summary			
Average Delay	15.3		
Intersection Capacity Utilization	69.3%	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%			-2%	
Volume (veh/h)	13	18	24	98	5	124	5	523	162	53	256	2
Peak Hour Factor	0.60	0.60	0.60	0.91	0.91	0.91	0.87	0.87	0.87	0.88	0.88	0.88
Hourly flow rate (vph)	22	30	40	108	5	136	6	601	186	60	291	2
Pedestrians		6			4			1				
Lane Width (ft)		12.0			13.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			0			0				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1170	1221	299	1177	1129	698	299			791		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1170	1221	299	1177	1129	698	299			791		
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 %	80	82	95	15	97	69	100			93		
cM capacity (veh/h)	106	164	736	127	187	439	1256			826		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1	SB 2
Volume Total	22	70	108	5	136	6	787	60	293
Volume Left	22	0	108	0	0	6	0	60	0
Volume Right	0	40	0	0	136	0	186	0	2
cSH	106	296	127	187	439	1256	1700	826	1700
Volume to Capacity	0.20	0.24	0.85	0.03	0.31	0.00	0.46	0.07	0.17
Queue Length 95th (ft)	18	23	131	2	33	0	0	6	0
Control Delay (s)	47.3	20.9	108.0	24.9	16.9	7.9	0.0	9.7	0.0
Lane LOS	E	C	F	C	C	A		A	
Approach Delay (s)	27.1		56.4			0.1		1.7	
Approach LOS	D		F						

Intersection Summary			
Average Delay	11.5		
Intersection Capacity Utilization	62.8%	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)	5	24	8	651	288	2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	5	24	8	651	288	2
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	956	289	290			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	956	289	290			
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	97	99			
cM capacity (veh/h)	284	750	1272			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	29	659	290
Volume Left	5	8	0
Volume Right	24	0	2
cSH	585	1272	1700
Volume to Capacity	0.05	0.01	0.17
Queue Length 95th (ft)	4	0	0
Control Delay (s)	11.5	0.2	0.0
Lane LOS	B	A	
Approach Delay (s)	11.5	0.2	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	50.6%	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)	369	189	112	229	272	360
Peak Hour Factor	0.91	0.91	0.94	0.94	0.89	0.89
Hourly flow rate (vph)	405	208	119	244	306	404
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			613		991	509
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			613		991	509
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			88		0	28
cM capacity (veh/h)			966		239	564

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	613	363	710
Volume Left	0	119	306
Volume Right	208	0	404
cSH	1700	966	356
Volume to Capacity	0.36	0.12	2.00
Queue Length 95th (ft)	0	11	1241
Control Delay (s)	0.0	3.9	482.5
Lane LOS		A	F
Approach Delay (s)	0.0	3.9	482.5
Approach LOS			F

Intersection Summary			
Average Delay	204.1		
Intersection Capacity Utilization	96.4%	ICU Level of Service	F
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	729	0	0	338	3	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	729	0	0	338	3	4
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			729		1067	729
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			729		1067	729
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	99
cM capacity (veh/h)			875		246	423

Direction, Lane #	EB 1	WB 1	NW 1
Volume Total	729	338	7
Volume Left	0	0	3
Volume Right	0	0	4
cSH	1700	1700	323
Volume to Capacity	0.43	0.20	0.02
Queue Length 95th (ft)	0	0	2
Control Delay (s)	0.0	0.0	16.4
Lane LOS			C
Approach Delay (s)	0.0	0.0	16.4
Approach LOS			C

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	48.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	-2%			2%	0%	
Volume (veh/h)	211	157	220	208	0	0
Peak Hour Factor	0.88	0.88	0.90	0.90	1.00	1.00
Hourly flow rate (vph)	240	178	244	231	0	0
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			418		960	240
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			418		960	240
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			79		100	100
cM capacity (veh/h)			1141		224	799

Direction, Lane #	EB 1	EB 2	WB 1	WB 2
Volume Total	240	178	244	231
Volume Left	0	0	244	0
Volume Right	0	178	0	0
cSH	1700	1700	1141	1700
Volume to Capacity	0.14	0.10	0.21	0.14
Queue Length 95th (ft)	0	0	20	0
Control Delay (s)	0.0	0.0	9.0	0.0
Lane LOS			A	
Approach Delay (s)	0.0		4.6	
Approach LOS				

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	38.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	2%			0%	-2%	
Volume (veh/h)	321	0	0	193	98	247
Peak Hour Factor	0.87	0.87	0.81	0.81	0.93	0.93
Hourly flow rate (vph)	369	0	0	238	105	266
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			369		607	369
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			369		607	369
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		77	61
cM capacity (veh/h)			1190		460	677

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	369	238	105	266
Volume Left	0	0	105	0
Volume Right	0	0	0	266
cSH	1700	1700	460	677
Volume to Capacity	0.22	0.14	0.23	0.39
Queue Length 95th (ft)	0	0	22	47
Control Delay (s)	0.0	0.0	15.1	13.7
Lane LOS			C	B
Approach Delay (s)	0.0	0.0	14.1	
Approach LOS			B	

Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	38.9%	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%			2%	-2%	
Volume (veh/h)	101	467	145	660	590	47
Peak Hour Factor	0.93	0.93	0.93	0.93	0.95	0.95
Hourly flow rate (vph)	109	502	156	710	621	49
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	1312	335	671			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1312	335	671			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	13	24	83			
cM capacity (veh/h)	124	661	916			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	109	502	156	355	355	414	256
Volume Left	109	0	156	0	0	0	0
Volume Right	0	502	0	0	0	0	49
cSH	124	661	916	1700	1700	1700	1700
Volume to Capacity	0.87	0.76	0.17	0.21	0.21	0.24	0.15
Queue Length 95th (ft)	137	176	15	0	0	0	0
Control Delay (s)	115.7	25.6	9.7	0.0	0.0	0.0	0.0
Lane LOS	F	D	A				
Approach Delay (s)	41.6		1.8			0.0	
Approach LOS	E						

Intersection Summary			
Average Delay	12.5		
Intersection Capacity Utilization	53.4%	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	32	93	598	243	4
Peak Hour Factor	0.90	0.90	0.74	0.74	0.79	0.79
Hourly flow rate (vph)	3	36	126	808	308	5
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	1370	310	313			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1370	310	313			
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	95	90			
cM capacity (veh/h)	145	730	1248			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	39	934	313
Volume Left	3	126	0
Volume Right	36	0	5
cSH	543	1248	1700
Volume to Capacity	0.07	0.10	0.18
Queue Length 95th (ft)	6	8	0
Control Delay (s)	12.1	2.5	0.0
Lane LOS	B	A	
Approach Delay (s)	12.1	2.5	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	215	198	205	5	0	653
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	234	215	223	5	0	710
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	228				905	223
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	228				905	223
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	83				100	13
cM capacity (veh/h)	1340				253	817

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	234	215	223	5	710
Volume Left	234	0	0	0	0
Volume Right	0	0	0	5	710
cSH	1340	1700	1700	1700	817
Volume to Capacity	0.17	0.13	0.13	0.00	0.87
Queue Length 95th (ft)	16	0	0	0	274
Control Delay (s)	8.3	0.0	0.0	0.0	30.9
Lane LOS	A				D
Approach Delay (s)	4.3		0.0		30.9
Approach LOS					D

Intersection Summary			
Average Delay	17.2		
Intersection Capacity Utilization	57.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	2%		0%			-2%
Volume (veh/h)	176	682	194	121	292	711
Peak Hour Factor	0.90	0.90	0.77	0.77	0.94	0.94
Hourly flow rate (vph)	196	758	252	157	311	756
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	1708	331			409	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1708	331			409	
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	0			73	
cM capacity (veh/h)	73	711			1150	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	196	758	409	311	756
Volume Left	196	0	0	311	0
Volume Right	0	758	157	0	0
cSH	73	711	1700	1150	1700
Volume to Capacity	2.68	1.07	0.24	0.27	0.44
Queue Length 95th (ft)	479	501	0	27	0
Control Delay (s)	883.8	76.4	0.0	9.3	0.0
Lane LOS	F	F		A	
Approach Delay (s)	242.0		0.0	2.7	
Approach LOS	F				

Intersection Summary			
Average Delay	96.1		
Intersection Capacity Utilization	66.5%	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%			-2%	
Volume (veh/h)	33	44	30	183	130	62	380	195	320	123	760	207
Peak Hour Factor	0.92	0.92	0.92	0.91	0.91	0.91	0.87	0.87	0.87	0.88	0.88	0.88
Hourly flow rate (vph)	36	48	33	201	143	68	437	224	368	140	864	235
Pedestrians		6			4			1				
Lane Width (ft)		12.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			0			0				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2504	2736	988	2486	2670	412	1105			596		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2504	2736	988	2486	2670	412	1105			596		
tC, single (s)	7.4	6.8	6.5	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.8	4.3	3.6	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	0	88	0	0	89	30			86		
cM capacity (veh/h)	0	4	265	0	6	640	625			982		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1	SB 2
Volume Total	36	80	201	143	68	437	592	140	1099
Volume Left	36	0	201	0	0	437	0	140	0
Volume Right	0	33	0	0	68	0	368	0	235
cSH	0	7	0	6	640	625	1700	982	1700
Volume to Capacity	Err	11.55	Err	24.77	0.11	0.70	0.35	0.14	0.65
Queue Length 95th (ft)	Err	Err	Err	Err	9	140	0	12	0
Control Delay (s)	Err	Err	Err	Err	11.3	23.0	0.0	9.3	0.0
Lane LOS	F	F	F	F	B	C		A	
Approach Delay (s)	Err		Err			9.8		1.0	
Approach LOS	F		F						

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	101.7%	ICU Level of Service	G
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)	0	12	23	267	1080	5
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	12	23	267	1080	5
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	1396	1082	1085			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1396	1082	1085			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	95	96			
cM capacity (veh/h)	150	264	643			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	12	290	1085
Volume Left	0	23	0
Volume Right	12	0	5
cSH	264	643	1700
Volume to Capacity	0.05	0.04	0.64
Queue Length 95th (ft)	4	3	0
Control Delay (s)	19.3	1.3	0.0
Lane LOS	C	A	
Approach Delay (s)	19.3	1.3	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	67.1%	ICU Level of Service	C
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)	287	608	536	428	118	128
Peak Hour Factor	0.91	0.91	0.94	0.94	0.92	0.92
Hourly flow rate (vph)	315	668	570	455	128	139
Pedestrians					2	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			986		2247	651
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			986		2247	651
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			19		0	70
cM capacity (veh/h)			700		8	467

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	984	1026	267
Volume Left	0	570	128
Volume Right	668	0	139
cSH	1700	700	17
Volume to Capacity	0.58	0.81	15.39
Queue Length 95th (ft)	0	215	Err
Control Delay (s)	0.0	30.1	Err
Lane LOS		D	F
Approach Delay (s)	0.0	30.1	Err
Approach LOS			F

Intersection Summary			
Average Delay	1188.0		
Intersection Capacity Utilization	129.2%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	415	0	0	934	30	25
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	415	0	0	934	30	25
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			415		1349	415
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			415		1349	415
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		82	96
cM capacity (veh/h)			1144		166	637

Direction, Lane #	EB 1	WB 1	NW 1
Volume Total	415	934	55
Volume Left	0	0	30
Volume Right	0	0	25
cSH	1700	1700	250
Volume to Capacity	0.24	0.55	0.22
Queue Length 95th (ft)	0	0	20
Control Delay (s)	0.0	0.0	23.4
Lane LOS			C
Approach Delay (s)	0.0	0.0	23.4
Approach LOS			C

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	59.2%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	-2%			2%	0%	
Volume (veh/h)	230	115	177	570	0	0
Peak Hour Factor	0.88	0.88	0.90	0.90	1.00	1.00
Hourly flow rate (vph)	261	131	197	633	0	0
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			392		1288	261
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			392		1288	261
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			83		100	100
cM capacity (veh/h)			1166		150	777

Direction, Lane #	EB 1	EB 2	WB 1	WB 2
Volume Total	261	131	197	633
Volume Left	0	0	197	0
Volume Right	0	131	0	0
cSH	1700	1700	1166	1700
Volume to Capacity	0.15	0.08	0.17	0.37
Queue Length 95th (ft)	0	0	15	0
Control Delay (s)	0.0	0.0	8.7	0.0
Lane LOS			A	
Approach Delay (s)	0.0		2.1	
Approach LOS				

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	279.9%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	2%			0%	-2%	
Volume (veh/h)	128	0	0	482	533	548
Peak Hour Factor	0.87	0.87	0.81	0.81	0.93	0.93
Hourly flow rate (vph)	147	0	0	595	573	589
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			147		742	147
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			147		742	147
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		0	35
cM capacity (veh/h)			1435		383	900

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	147	595	573	589
Volume Left	0	0	573	0
Volume Right	0	0	0	589
cSH	1700	1700	383	900
Volume to Capacity	0.09	0.35	1.50	0.65
Queue Length 95th (ft)	0	0	768	126
Control Delay (s)	0.0	0.0	262.7	16.3
Lane LOS			F	C
Approach Delay (s)	0.0	0.0	137.7	
Approach LOS			F	

Intersection Summary			
Average Delay	84.1		
Intersection Capacity Utilization	253.4%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			2%	-2%	
Volume (veh/h)	46	628	305	457	1044	178
Peak Hour Factor	0.93	0.93	0.93	0.93	0.95	0.95
Hourly flow rate (vph)	49	675	328	491	1099	187
Pedestrians				2	2	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	0	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2096	645	1286			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2096	645	1286			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	0	39			
cM capacity (veh/h)	17	414	535			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	49	675	328	246	246	733	554
Volume Left	49	0	328	0	0	0	0
Volume Right	0	675	0	0	0	0	187
cSH	17	414	535	1700	1700	1700	1700
Volume to Capacity	2.85	1.63	0.61	0.14	0.14	0.43	0.33
Queue Length 95th (ft)	169	978	103	0	0	0	0
Control Delay (s)	1294.3	318.4	21.8	0.0	0.0	0.0	0.0
Lane LOS	F	F	C				
Approach Delay (s)	385.0		8.7			0.0	
Approach LOS	F						

Intersection Summary			
Average Delay	101.1		
Intersection Capacity Utilization	80.3%	ICU Level of Service	D
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)	6	60	29	187	1111	5
Peak Hour Factor	0.74	0.74	0.79	0.79	0.90	0.90
Hourly flow rate (vph)	8	81	37	237	1234	6
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	1547	1237	1240			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1547	1237	1240			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	62	93			
cM capacity (veh/h)	117	214	562			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	89	273	1240
Volume Left	8	37	0
Volume Right	81	0	6
cSH	200	562	1700
Volume to Capacity	0.45	0.07	0.73
Queue Length 95th (ft)	53	5	0
Control Delay (s)	36.9	2.4	0.0
Lane LOS	E	A	
Approach Delay (s)	36.9	2.4	0.0
Approach LOS	E		

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	69.5%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	428	212	127	1	0	281
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	465	230	138	1	0	305
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	139				1299	138
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	139				1299	138
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	68				100	66
cM capacity (veh/h)	1444				121	910

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	465	230	138	1	305
Volume Left	465	0	0	0	0
Volume Right	0	0	0	1	305
cSH	1444	1700	1700	1700	910
Volume to Capacity	0.32	0.14	0.08	0.00	0.34
Queue Length 95th (ft)	35	0	0	0	37
Control Delay (s)	8.7	0.0	0.0	0.0	10.9
Lane LOS	A				B
Approach Delay (s)	5.8		0.0		10.9
Approach LOS					B

Intersection Summary			
Average Delay	6.5		
Intersection Capacity Utilization	37.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	2%		0%			-2%
Volume (veh/h)	126	282	509	368	272	337
Peak Hour Factor	0.93	0.93	0.86	0.86	0.88	0.88
Hourly flow rate (vph)	135	303	592	428	309	383
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	1807	806			1020	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1807	806			1020	
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	21			55	
cM capacity (veh/h)	47	382			680	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	135	303	1020	309	383
Volume Left	135	0	0	309	0
Volume Right	0	303	428	0	0
cSH	47	382	1700	680	1700
Volume to Capacity	2.86	0.79	0.60	0.45	0.23
Queue Length 95th (ft)	363	171	0	59	0
Control Delay (s)	1023.4	42.4	0.0	14.6	0.0
Lane LOS	F	E		B	
Approach Delay (s)	345.3		0.0	6.5	
Approach LOS	F				

Intersection Summary			
Average Delay	72.5		
Intersection Capacity Utilization	81.3%	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%			-2%	
Volume (veh/h)	177	276	188	133	26	146	63	554	183	58	285	36
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.84	0.84	0.84	0.87	0.87	0.87
Hourly flow rate (vph)	192	300	204	141	28	155	75	660	218	67	328	41
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	1460	1509	348	1734	1421	768	369			877		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1460	1509	348	1734	1421	768	369			877		
tC, single (s)	7.2	6.6	6.3	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	0	70	0	76	61	94			91		
cM capacity (veh/h)	47	101	686	0	117	403	1195			770		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1	SB 2
Volume Total	192	504	141	28	155	75	877	67	369
Volume Left	192	0	141	0	0	75	0	67	0
Volume Right	0	204	0	0	155	0	218	0	41
cSH	47	154	0	117	403	1195	1700	770	1700
Volume to Capacity	4.08	3.27	Err	0.24	0.39	0.06	0.52	0.09	0.22
Queue Length 95th (ft)	Err	Err	Err	22	44	5	0	7	0
Control Delay (s)	Err	Err	Err	44.9	19.4	8.2	0.0	10.1	0.0
Lane LOS	F	F	F	E	C	A		B	
Approach Delay (s)	Err		Err			0.6		1.5	
Approach LOS	F		F						

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	90.3%	ICU Level of Service	E
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)	5	24	8	867	354	2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	5	24	8	867	354	2
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	1238	355	356			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1238	355	356			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	97	99			
cM capacity (veh/h)	193	689	1203			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	29	875	356
Volume Left	5	8	0
Volume Right	24	0	2
cSH	477	1203	1700
Volume to Capacity	0.06	0.01	0.21
Queue Length 95th (ft)	5	1	0
Control Delay (s)	13.0	0.2	0.0
Lane LOS	B	A	
Approach Delay (s)	13.0	0.2	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	62.0%	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)	388	221	139	242	410	465
Peak Hour Factor	0.92	0.92	0.86	0.86	0.92	0.92
Hourly flow rate (vph)	422	240	162	281	446	505
Pedestrians					2	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			664		1148	544
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			664		1148	544
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			82		0	6
cM capacity (veh/h)			923		182	540

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	662	443	951
Volume Left	0	162	446
Volume Right	240	0	505
cSH	1700	923	281
Volume to Capacity	0.39	0.18	3.39
Queue Length 95th (ft)	0	16	Err
Control Delay (s)	0.0	4.8	Err
Lane LOS		A	F
Approach Delay (s)	0.0	4.8	Err
Approach LOS			F

Intersection Summary			
Average Delay	4626.3		
Intersection Capacity Utilization	115.6%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	853	0	0	377	4	5
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	853	0	0	377	4	5
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			853		1230	853
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			853		1230	853
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	99
cM capacity (veh/h)			786		196	359

Direction, Lane #	EB 1	WB 1	NW 1
Volume Total	853	377	9
Volume Left	0	0	4
Volume Right	0	0	5
cSH	1700	1700	262
Volume to Capacity	0.50	0.22	0.03
Queue Length 95th (ft)	0	0	3
Control Delay (s)	0.0	0.0	19.2
Lane LOS			C
Approach Delay (s)	0.0	0.0	19.2
Approach LOS			C

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	54.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	-2%			2%	0%	
Volume (veh/h)	337	517	232	255	0	0
Peak Hour Factor	0.82	0.82	0.89	0.89	1.00	1.00
Hourly flow rate (vph)	411	630	261	287	0	0
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			1041		1219	411
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1041		1219	411
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			61		100	100
cM capacity (veh/h)			668		121	641

Direction, Lane #	EB 1	EB 2	WB 1	WB 2
Volume Total	411	630	261	287
Volume Left	0	0	261	0
Volume Right	0	630	0	0
cSH	1700	1700	668	1700
Volume to Capacity	0.24	0.37	0.39	0.17
Queue Length 95th (ft)	0	0	46	0
Control Delay (s)	0.0	0.0	13.8	0.0
Lane LOS			B	
Approach Delay (s)	0.0		6.6	
Approach LOS				

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	51.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	2%			0%	-2%	
Volume (veh/h)	453	0	0	212	130	260
Peak Hour Factor	0.87	0.87	0.81	0.81	0.93	0.93
Hourly flow rate (vph)	521	0	0	262	140	280
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			521		782	521
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			521		782	521
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		61	50
cM capacity (veh/h)			1046		363	556

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	521	262	140	280
Volume Left	0	0	140	0
Volume Right	0	0	0	280
cSH	1700	1700	363	556
Volume to Capacity	0.31	0.15	0.39	0.50
Queue Length 95th (ft)	0	0	44	70
Control Delay (s)	0.0	0.0	21.0	17.9
Lane LOS			C	C
Approach Delay (s)	0.0	0.0	18.9	
Approach LOS			C	

Intersection Summary			
Average Delay	6.6		
Intersection Capacity Utilization	51.5%	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%			2%	-2%	
Volume (veh/h)	163	550	158	702	621	54
Peak Hour Factor	0.93	0.93	0.95	0.95	0.89	0.89
Hourly flow rate (vph)	175	591	166	739	698	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	1430	379	758			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1430	379	758			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	4	80			
cM capacity (veh/h)	101	619	849			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	175	591	166	369	369	465	293
Volume Left	175	0	166	0	0	0	0
Volume Right	0	591	0	0	0	0	61
cSH	101	619	849	1700	1700	1700	1700
Volume to Capacity	1.74	0.96	0.20	0.22	0.22	0.27	0.17
Queue Length 95th (ft)	350	332	18	0	0	0	0
Control Delay (s)	442.2	51.9	10.3	0.0	0.0	0.0	0.0
Lane LOS	F	F	B				
Approach Delay (s)	141.1		1.9			0.0	
Approach LOS	F						

Intersection Summary			
Average Delay	45.2		
Intersection Capacity Utilization	59.6%	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)	4	34	98	838	298	5
Peak Hour Factor	0.74	0.74	0.79	0.79	0.90	0.90
Hourly flow rate (vph)	5	46	124	1061	331	6
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	1643	334	337			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1643	334	337			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	94	90			
cM capacity (veh/h)	99	708	1223			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	51	1185	337
Volume Left	5	124	0
Volume Right	46	0	6
cSH	429	1223	1700
Volume to Capacity	0.12	0.10	0.20
Queue Length 95th (ft)	10	8	0
Control Delay (s)	14.5	2.9	0.0
Lane LOS	B	A	
Approach Delay (s)	14.5	2.9	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	78.8%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	234	199	208	5	0	765
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	254	216	226	5	0	832
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	232				951	226
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	232				951	226
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	81				100	0
cM capacity (veh/h)	1336				233	813

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	254	216	226	5	832
Volume Left	254	0	0	0	0
Volume Right	0	0	0	5	832
cSH	1336	1700	1700	1700	813
Volume to Capacity	0.19	0.13	0.13	0.00	1.02
Queue Length 95th (ft)	18	0	0	0	471
Control Delay (s)	8.3	0.0	0.0	0.0	59.9
Lane LOS	A				F
Approach Delay (s)	4.5		0.0		59.9
Approach LOS					F

Intersection Summary			
Average Delay	33.8		
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	2%		0%			-2%
Volume (veh/h)	176	797	206	121	312	714
Peak Hour Factor	0.90	0.90	0.77	0.77	0.94	0.94
Hourly flow rate (vph)	196	886	268	157	332	760
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	1770	346			425	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1770	346			425	
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	0			71	
cM capacity (veh/h)	65	697			1135	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	196	886	425	332	760
Volume Left	196	0	0	332	0
Volume Right	0	886	157	0	0
cSH	65	697	1700	1135	1700
Volume to Capacity	3.02	1.27	0.25	0.29	0.45
Queue Length 95th (ft)	Err	838	0	31	0
Control Delay (s)	Err	152.8	0.0	9.5	0.0
Lane LOS	F	F		A	
Approach Delay (s)	1933.8		0.0	2.9	
Approach LOS	F				

Intersection Summary			
Average Delay	806.2		
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%			-2%	
Volume (veh/h)	45	85	53	183	260	62	507	195	320	123	760	270
Peak Hour Factor	0.92	0.92	0.92	0.91	0.91	0.91	0.87	0.87	0.87	0.88	0.88	0.88
Hourly flow rate (vph)	49	92	58	201	286	68	583	224	368	140	864	307
Pedestrians		6			4			1				
Lane Width (ft)		12.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			0			0				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2903	3064	1024	2826	3034	412	1176			596		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2903	3064	1024	2826	3034	412	1176			596		
tC, single (s)	7.4	6.8	6.5	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.8	4.3	3.6	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	0	77	0	0	89	1			86		
cM capacity (veh/h)	0	0	252	0	0	640	587			982		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1	SB 2
Volume Total	49	150	201	286	68	583	592	140	1170
Volume Left	49	0	201	0	0	583	0	140	0
Volume Right	0	58	0	0	68	0	368	0	307
cSH	0	0	0	0	640	587	1700	982	1700
Volume to Capacity	Err	1493.18	Err	8450.46	0.11	0.99	0.35	0.14	0.69
Queue Length 95th (ft)	Err	Err	Err	Err	9	363	0	12	0
Control Delay (s)	Err	Err	Err	Err	11.3	61.8	0.0	9.3	0.0
Lane LOS	F	F	F	F	B	F		A	
Approach Delay (s)	Err		Err			30.7		1.0	
Approach LOS	F		F						

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	116.1%	ICU Level of Service	H
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)	0	12	23	279	1143	5
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	12	23	279	1143	5
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	1470	1146	1148			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1470	1146	1148			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	95	96			
cM capacity (veh/h)	135	243	609			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	12	302	1148
Volume Left	0	23	0
Volume Right	12	0	5
cSH	243	609	1700
Volume to Capacity	0.05	0.04	0.68
Queue Length 95th (ft)	4	3	0
Control Delay (s)	20.6	1.3	0.0
Lane LOS	C	A	
Approach Delay (s)	20.6	1.3	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
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)	287	640	567	428	126	132
Peak Hour Factor	0.91	0.91	0.94	0.94	0.92	0.92
Hourly flow rate (vph)	315	703	603	455	137	143
Pedestrians					2	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1021		2331	669
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1021		2331	669
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			11		0	69
cM capacity (veh/h)			679		5	457

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	1019	1059	280
Volume Left	0	603	137
Volume Right	703	0	143
cSH	1700	679	9
Volume to Capacity	0.60	0.89	30.60
Queue Length 95th (ft)	0	276	Err
Control Delay (s)	0.0	41.1	Err
Lane LOS		E	F
Approach Delay (s)	0.0	41.1	Err
Approach LOS			F

Intersection Summary			
Average Delay	1207.8		
Intersection Capacity Utilization	133.6%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	419	0	0	965	30	25
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	419	0	0	965	30	25
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			419		1384	419
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			419		1384	419
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		81	96
cM capacity (veh/h)			1140		158	634

Direction, Lane #	EB 1	WB 1	NW 1
Volume Total	419	965	55
Volume Left	0	0	30
Volume Right	0	0	25
cSH	1700	1700	240
Volume to Capacity	0.25	0.57	0.23
Queue Length 95th (ft)	0	0	21
Control Delay (s)	0.0	0.0	24.4
Lane LOS			C
Approach Delay (s)	0.0	0.0	24.4
Approach LOS			C

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	60.8%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	-2%			2%	0%	
Volume (veh/h)	245	141	177	700	0	0
Peak Hour Factor	0.88	0.88	0.90	0.90	1.00	1.00
Hourly flow rate (vph)	278	160	197	778	0	0
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			439		1450	278
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			439		1450	278
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			82		100	100
cM capacity (veh/h)			1121		119	760

Direction, Lane #	EB 1	EB 2	WB 1	WB 2
Volume Total	278	160	197	778
Volume Left	0	0	197	0
Volume Right	0	160	0	0
cSH	1700	1700	1121	1700
Volume to Capacity	0.16	0.09	0.18	0.46
Queue Length 95th (ft)	0	0	16	0
Control Delay (s)	0.0	0.0	8.9	0.0
Lane LOS			A	
Approach Delay (s)	0.0		1.8	
Approach LOS				

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	281.7%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	2%			0%	-2%	
Volume (veh/h)	143	0	0	531	615	548
Peak Hour Factor	0.87	0.87	0.81	0.81	0.93	0.93
Hourly flow rate (vph)	164	0	0	656	661	589
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			164		820	164
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			164		820	164
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		0	33
cM capacity (veh/h)			1414		345	880

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	164	656	661	589
Volume Left	0	0	661	0
Volume Right	0	0	0	589
cSH	1700	1700	345	880
Volume to Capacity	0.10	0.39	1.92	0.67
Queue Length 95th (ft)	0	0	1126	133
Control Delay (s)	0.0	0.0	448.8	17.0
Lane LOS			F	C
Approach Delay (s)	0.0	0.0	245.3	
Approach LOS			F	

Intersection Summary			
Average Delay	148.2		
Intersection Capacity Utilization	251.6%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			2%	-2%	
Volume (veh/h)	57	632	321	457	1044	211
Peak Hour Factor	0.93	0.93	0.93	0.93	0.95	0.95
Hourly flow rate (vph)	61	680	345	491	1099	222
Pedestrians				2	2	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	0	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2148	663	1321			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2148	663	1321			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	0	33			
cM capacity (veh/h)	14	403	519			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	61	680	345	246	246	733	588
Volume Left	61	0	345	0	0	0	0
Volume Right	0	680	0	0	0	0	222
cSH	14	403	519	1700	1700	1700	1700
Volume to Capacity	4.44	1.68	0.67	0.14	0.14	0.43	0.35
Queue Length 95th (ft)	Err	1019	122	0	0	0	0
Control Delay (s)	Err	342.6	24.6	0.0	0.0	0.0	0.0
Lane LOS	F	F	C				
Approach Delay (s)	1141.5		10.2			0.0	
Approach LOS	F						

Intersection Summary			
Average Delay	294.7		
Intersection Capacity Utilization	81.6%	ICU Level of Service	D
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)	6	60	29	199	1174	5
Peak Hour Factor	0.74	0.74	0.79	0.79	0.90	0.90
Hourly flow rate (vph)	8	81	37	252	1304	6
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	1633	1307	1310			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1633	1307	1310			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	58	93			
cM capacity (veh/h)	104	195	528			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	89	289	1310
Volume Left	8	37	0
Volume Right	81	0	6
cSH	181	528	1700
Volume to Capacity	0.49	0.07	0.77
Queue Length 95th (ft)	60	6	0
Control Delay (s)	43.0	2.4	0.0
Lane LOS	E	A	
Approach Delay (s)	43.0	2.4	0.0
Approach LOS	E		

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	503	215	129	1	0	313
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	547	234	140	1	0	340
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	141				1467	140
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	141				1467	140
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	62				100	63
cM capacity (veh/h)	1442				87	908

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	547	234	140	1	340
Volume Left	547	0	0	0	0
Volume Right	0	0	0	1	340
cSH	1442	1700	1700	1700	908
Volume to Capacity	0.38	0.14	0.08	0.00	0.37
Queue Length 95th (ft)	45	0	0	0	44
Control Delay (s)	9.0	0.0	0.0	0.0	11.3
Lane LOS	A				B
Approach Delay (s)	6.3		0.0		11.3
Approach LOS					B

Intersection Summary			
Average Delay	7.0		
Intersection Capacity Utilization	41.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	2%		0%			-2%
Volume (veh/h)	126	316	513	368	350	349
Peak Hour Factor	0.93	0.93	0.86	0.86	0.88	0.88
Hourly flow rate (vph)	135	340	597	428	398	397
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	2003	810			1024	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2003	810			1024	
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	10			41	
cM capacity (veh/h)	27	380			678	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	135	340	1024	398	397
Volume Left	135	0	0	398	0
Volume Right	0	340	428	0	0
cSH	27	380	1700	678	1700
Volume to Capacity	5.01	0.90	0.60	0.59	0.23
Queue Length 95th (ft)	Err	227	0	96	0
Control Delay (s)	Err	57.1	0.0	17.6	0.0
Lane LOS	F	F		C	
Approach Delay (s)	2891.2		0.0	8.8	
Approach LOS	F				

Intersection Summary			
Average Delay	602.0		
Intersection Capacity Utilization	85.8%	ICU Level of Service	E
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%			-2%	
Volume (veh/h)	222	441	278	133	64	146	101	554	183	58	285	55
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.84	0.84	0.84	0.87	0.87	0.87
Hourly flow rate (vph)	241	479	302	141	68	155	120	660	218	67	328	63
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	1582	1610	359	2012	1533	768	391			877		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1582	1610	359	2012	1533	768	391			877		
tC, single (s)	7.2	6.6	6.3	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	0	55	0	29	61	90			91		
cM capacity (veh/h)	20	84	676	0	96	403	1173			770		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1	SB 2
Volume Total	241	782	141	68	155	120	877	67	391
Volume Left	241	0	141	0	0	120	0	67	0
Volume Right	0	302	0	0	155	0	218	0	63
cSH	20	127	0	96	403	1173	1700	770	1700
Volume to Capacity	12.19	6.16	Err	0.71	0.39	0.10	0.52	0.09	0.23
Queue Length 95th (ft)	Err	Err	Err	90	44	9	0	7	0
Control Delay (s)	Err	Err	Err	104.6	19.4	8.4	0.0	10.1	0.0
Lane LOS	F	F	F	F	C	A		B	
Approach Delay (s)	9999.0		Err			1.0		1.5	
Approach LOS	F		F						

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	104.5%	ICU Level of Service	G
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)	5	24	8	912	373	2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	5	24	8	912	373	2
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	1302	374	375			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1302	374	375			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	96	99			
cM capacity (veh/h)	176	672	1183			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	29	920	375
Volume Left	5	8	0
Volume Right	24	0	2
cSH	453	1183	1700
Volume to Capacity	0.06	0.01	0.22
Queue Length 95th (ft)	5	1	0
Control Delay (s)	13.5	0.2	0.0
Lane LOS	B	A	
Approach Delay (s)	13.5	0.2	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
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)	388	231	148	242	440	480
Peak Hour Factor	0.92	0.92	0.86	0.86	0.92	0.92
Hourly flow rate (vph)	422	251	172	281	478	522
Pedestrians					2	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			675		1175	549
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			675		1175	549
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			81		0	3
cM capacity (veh/h)			915		172	536

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	673	453	1000
Volume Left	0	172	478
Volume Right	251	0	522
cSH	1700	915	267
Volume to Capacity	0.40	0.19	3.75
Queue Length 95th (ft)	0	17	Err
Control Delay (s)	0.0	5.1	Err
Lane LOS		A	F
Approach Delay (s)	0.0	5.1	Err
Approach LOS			F

Intersection Summary			
Average Delay	4703.6		
Intersection Capacity Utilization	119.3%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	868	0	0	386	4	5
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	868	0	0	386	4	5
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			868		1254	868
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			868		1254	868
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	99
cM capacity (veh/h)			776		190	352

Direction, Lane #	EB 1	WB 1	NW 1
Volume Total	868	386	9
Volume Left	0	0	4
Volume Right	0	0	5
cSH	1700	1700	255
Volume to Capacity	0.51	0.23	0.04
Queue Length 95th (ft)	0	0	3
Control Delay (s)	0.0	0.0	19.6
Lane LOS			C
Approach Delay (s)	0.0	0.0	19.6
Approach LOS			C

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	55.7%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	-2%			2%	0%	
Volume (veh/h)	397	622	232	293	0	0
Peak Hour Factor	0.82	0.82	0.89	0.89	1.00	1.00
Hourly flow rate (vph)	484	759	261	329	0	0
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			1243		1335	484
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1243		1335	484
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			53		100	100
cM capacity (veh/h)			560		91	583

Direction, Lane #	EB 1	EB 2	WB 1	WB 2
Volume Total	484	759	261	329
Volume Left	0	0	261	0
Volume Right	0	759	0	0
cSH	1700	1700	560	1700
Volume to Capacity	0.28	0.45	0.47	0.19
Queue Length 95th (ft)	0	0	61	0
Control Delay (s)	0.0	0.0	16.9	0.0
Lane LOS			C	
Approach Delay (s)	0.0		7.5	
Approach LOS				

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	2%			0%	-2%	
Volume (veh/h)	513	0	0	226	154	260
Peak Hour Factor	0.87	0.87	0.81	0.81	0.93	0.93
Hourly flow rate (vph)	590	0	0	279	166	280
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			590		869	590
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			590		869	590
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		49	45
cM capacity (veh/h)			986		323	508

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	590	279	166	280
Volume Left	0	0	166	0
Volume Right	0	0	0	280
cSH	1700	1700	323	508
Volume to Capacity	0.35	0.16	0.51	0.55
Queue Length 95th (ft)	0	0	69	82
Control Delay (s)	0.0	0.0	27.3	20.4
Lane LOS			D	C
Approach Delay (s)	0.0	0.0	23.0	
Approach LOS			C	

Intersection Summary			
Average Delay	7.8		
Intersection Capacity Utilization	58.0%	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%			2%	-2%	
Volume (veh/h)	204	565	162	702	621	64
Peak Hour Factor	0.93	0.93	0.95	0.95	0.89	0.89
Hourly flow rate (vph)	219	608	171	739	698	72
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	1444	385	770			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1444	385	770			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	1	80			
cM capacity (veh/h)	98	613	841			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	219	608	171	369	369	465	304
Volume Left	219	0	171	0	0	0	0
Volume Right	0	608	0	0	0	0	72
cSH	98	613	841	1700	1700	1700	1700
Volume to Capacity	2.24	0.99	0.20	0.22	0.22	0.27	0.18
Queue Length 95th (ft)	486	368	19	0	0	0	0
Control Delay (s)	660.2	59.9	10.4	0.0	0.0	0.0	0.0
Lane LOS	F	F	B				
Approach Delay (s)	219.1		1.9			0.0	
Approach LOS	F						

Intersection Summary			
Average Delay	73.0		
Intersection Capacity Utilization	60.9%	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)	4	34	98	823	310	5
Peak Hour Factor	0.74	0.74	0.79	0.79	0.90	0.90
Hourly flow rate (vph)	5	46	124	1042	344	6
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	1637	347	350			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1637	347	350			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	93	90			
cM capacity (veh/h)	99	696	1209			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	51	1166	350
Volume Left	5	124	0
Volume Right	46	0	6
cSH	426	1209	1700
Volume to Capacity	0.12	0.10	0.21
Queue Length 95th (ft)	10	9	0
Control Delay (s)	14.6	2.9	0.0
Lane LOS	B	A	
Approach Delay (s)	14.6	2.9	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		