Existing Conditions
AM Peak

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	170	107	288	1552	635	98
Future Volume (Veh/h)	170	107	288	1552	635	98
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	185	116	313	1687	690	107
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		3				
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2160	345	690			
vC1, stage 1 conf vol	690					
vC2, stage 2 conf vol	1470					
vCu, unblocked vol	2160	345	690			
tC, single (s)	*4.8	*5.0	4.1			
tC, 2 stage (s)	3.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	10	85	65			
cM capacity (veh/h)	206	784	900			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	301	313	844	844	345	345	107
Volume Left	185	313	0	0	0	0	0
Volume Right	116	0	0	0	0	0	107
cSH	316	900	1700	1700	1700	1700	1700
Volume to Capacity	0.95	0.35	0.50	0.50	0.20	0.20	0.06
Queue Length 95th (ft)	243	39	0	0	0	0	0
Control Delay (s)	76.0	11.1	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	B					
Approach Delay (s)	76.0	1.7			0.0		
Approach LOS	F						

Intersection Summary			
Average Delay	8.5		
Intersection Capacity Utilization	59.0%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	121	48	46	1704	642	93
Future Volume (Veh/h)	121	48	46	1704	642	93
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	132	52	50	1852	698	101
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		2				
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1724	349	698			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1724	349	698			
tC, single (s)	*5.0	*4.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	28	94	94			
cM capacity (veh/h)	182	861	894			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	184	50	926	926	349	349	101
Volume Left	132	50	0	0	0	0	0
Volume Right	52	0	0	0	0	0	101
cSH	248	894	1700	1700	1700	1700	1700
Volume to Capacity	0.74	0.06	0.54	0.54	0.21	0.21	0.06
Queue Length 95th (ft)	131	4	0	0	0	0	0
Control Delay (s)	52.4	9.3	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	A					
Approach Delay (s)	52.4	0.2			0.0		
Approach LOS	F						

Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	60.5%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	17	9	0	1	1	6	1562	0	0	648	35
Future Volume (Veh/h)	222	17	9	0	1	1	6	1562	0	0	648	35
Sign Control		Stop			Stop			Free			Free	
Grade		0%			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 (vph)	241	18	10	0	1	1	7	1698	0	0	704	38
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			None	
Median storage veh)								1				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1568	2416	352	2083	2454	849	742			1698		
vC1, stage 1 conf vol	704	704		1712	1712							
vC2, stage 2 conf vol	864	1712		371	742							
vCu, unblocked vol	1568	2416	352	2083	2454	849	742			1698		
tC, single (s)	*4.0	*4.0	*4.0	7.5	*4.0	*4.0	4.1			4.1		
tC, 2 stage (s)	3.0	3.0		6.5	3.0							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	52	95	99	100	100	100	99			100		
cM capacity (veh/h)	503	338	859	79	334	609	861			371		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	259	10	2	7	849	849	352	352	38
Volume Left	241	0	0	7	0	0	0	0	0
Volume Right	0	10	1	0	0	0	0	0	38
cSH	486	859	431	861	1700	1700	1700	1700	1700
Volume to Capacity	0.53	0.01	0.00	0.01	0.50	0.50	0.21	0.21	0.02
Queue Length 95th (ft)	77	1	0	1	0	0	0	0	0
Control Delay (s)	20.5	9.2	13.4	9.2	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	A	B	A					
Approach Delay (s)	20.1		13.4	0.0			0.0		
Approach LOS	C		B						

Intersection Summary			
Average Delay		2.0	
Intersection Capacity Utilization		69.7%	ICU Level of Service	C
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	143	3	3	1441	434	104
Future Volume (Veh/h)	143	3	3	1441	434	104
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.93	0.93	0.92	0.92
Hourly flow rate (vph)	168	4	3	1549	472	113
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	1252	236	585			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1252	236	585			
tC, single (s)	*6.5	6.9	4.1			
tC, 2 stage (s)						
tF (s)	*3.3	3.3	2.2			
p0 queue free %	12	99	100			
cM capacity (veh/h)	191	766	986			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	172	519	1033	236	236	113
Volume Left	168	3	0	0	0	0
Volume Right	4	0	0	0	0	113
cSH	194	986	1700	1700	1700	1700
Volume to Capacity	0.89	0.00	0.61	0.14	0.14	0.07
Queue Length 95th (ft)	169	0	0	0	0	0
Control Delay (s)	87.8	0.1	0.0	0.0	0.0	0.0
Lane LOS	F	A				
Approach Delay (s)	87.8	0.0		0.0		
Approach LOS	F					

Intersection Summary			
Average Delay		6.6	
Intersection Capacity Utilization		56.7%	ICU Level of Service B
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	118	11	4	1145	426	28
Future Volume (Veh/h)	118	11	4	1145	426	28
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.93	0.93	0.92	0.92
Hourly flow rate (vph)	139	13	4	1231	463	30
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	1086	232	493			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1086	232	493			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	34	98	100			
cM capacity (veh/h)	210	771	1067			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	152	414	821	232	232	30
Volume Left	139	4	0	0	0	0
Volume Right	13	0	0	0	0	30
cSH	224	1067	1700	1700	1700	1700
Volume to Capacity	0.68	0.00	0.48	0.14	0.14	0.02
Queue Length 95th (ft)	107	0	0	0	0	0
Control Delay (s)	49.5	0.1	0.0	0.0	0.0	0.0
Lane LOS	E	A				
Approach Delay (s)	49.5	0.0		0.0		
Approach LOS	E					

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	48.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	5	0	0	0	0	3
Future Volume (vph)	5	0	0	0	0	3
Peak Hour Factor	0.85	0.92	0.92	0.92	0.92	0.85
Hourly flow rate (vph)	6	0	0	0	0	4

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	6	0	4
Volume Left (vph)	6	0	0
Volume Right (vph)	0	0	4
Hadj (s)	0.23	0.00	-0.57
Departure Headway (s)	4.1	3.9	3.3
Degree Utilization, x	0.01	0.00	0.00
Capacity (veh/h)	862	913	1067
Control Delay (s)	7.2	6.9	6.4
Approach Delay (s)	7.2	0.0	6.4
Approach LOS	A	A	A

Intersection Summary			
Delay	6.8		
Level of Service	A		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	344	3	9	2	1	0	2	823	1	2	265	52
Future Volume (Veh/h)	344	3	9	2	1	0	2	823	1	2	265	52
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.85	0.85	0.85	0.90	0.90	0.90	0.85	0.85	0.85
Hourly flow rate (vph)	374	3	10	2	1	0	2	914	1	2	312	61
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			None	
Median storage veh)								1				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	778	1235	156	1090	1295	457	373			915		
vC1, stage 1 conf vol	316	316		918	918							
vC2, stage 2 conf vol	462	919		172	377							
vCu, unblocked vol	778	1235	156	1090	1295	457	373			915		
tC, single (s)	*7.0	6.5	6.9	*7.0	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.0	5.5		6.0	5.5							
tF (s)	*3.3	4.0	3.3	*3.3	4.0	3.3	2.2			2.2		
p0 queue free %	18	99	99	99	100	100	100			100		
cM capacity (veh/h)	457	274	862	294	267	551	1182			741		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	387	3	2	457	457	1	2	156	156	61
Volume Left	374	2	2	0	0	0	2	0	0	0
Volume Right	10	0	0	0	0	1	0	0	0	61
cSH	460	285	1182	1700	1700	1700	741	1700	1700	1700
Volume to Capacity	0.84	0.01	0.00	0.27	0.27	0.00	0.00	0.09	0.09	0.04
Queue Length 95th (ft)	208	1	0	0	0	0	0	0	0	0
Control Delay (s)	42.3	17.8	8.1	0.0	0.0	0.0	9.9	0.0	0.0	0.0
Lane LOS	E	C	A				A			
Approach Delay (s)	42.3	17.8	0.0				0.1			
Approach LOS	E	C								

Intersection Summary			
Average Delay		9.8	
Intersection Capacity Utilization		55.8%	ICU Level of Service	B
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	294	4	13	49	0	18	3	57	2	2	2
Future Volume (Veh/h)	21	294	4	13	49	0	18	3	57	2	2	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	23	327	4	15	58	0	21	4	67	2	2	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	58			331			466	463	329	532	465	58
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	58			331			466	463	329	532	465	58
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 %	99			99			96	99	91	100	100	100
cM capacity (veh/h)	1546			1228			494	483	712	404	481	1008

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	354	73	92	6
Volume Left	23	15	21	2
Volume Right	4	0	67	2
cSH	1546	1228	635	541
Volume to Capacity	0.01	0.01	0.14	0.01
Queue Length 95th (ft)	1	1	13	1
Control Delay (s)	0.6	1.7	11.6	11.7
Lane LOS	A	A	B	B
Approach Delay (s)	0.6	1.7	11.6	11.7
Approach LOS			B	B

Intersection Summary			
Average Delay		2.8	
Intersection Capacity Utilization		30.4%	ICU Level of Service	A
Analysis Period (min)		15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	131	25	12	650	398	17
Future Volume (Veh/h)	131	25	12	650	398	17
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	142	27	13	707	433	18
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	812	216	451			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	812	216	451			
tC, single (s)	*7.2	*7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	51	97	99			
cM capacity (veh/h)	288	785	1106			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	169	249	471	216	216	18
Volume Left	142	13	0	0	0	0
Volume Right	27	0	0	0	0	18
cSH	321	1106	1700	1700	1700	1700
Volume to Capacity	0.53	0.01	0.28	0.13	0.13	0.01
Queue Length 95th (ft)	72	1	0	0	0	0
Control Delay (s)	28.0	0.5	0.0	0.0	0.0	0.0
Lane LOS	D	A				
Approach Delay (s)	28.0	0.2		0.0		
Approach LOS	D					

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	41.9%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	122	562	417	7	40	127
Future Volume (Veh/h)	122	562	417	7	40	127
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	133	611	453	8	43	138
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	461				1024	226
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	461				1024	226
tC, single (s)	4.1				*3.0	*3.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	88				93	86
cM capacity (veh/h)	1096				606	995

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	SB 1
Volume Total	337	407	226	226	8	181
Volume Left	133	0	0	0	0	43
Volume Right	0	0	0	0	8	138
cSH	1096	1700	1700	1700	1700	863
Volume to Capacity	0.12	0.24	0.13	0.13	0.00	0.21
Queue Length 95th (ft)	10	0	0	0	0	20
Control Delay (s)	4.2	0.0	0.0	0.0	0.0	10.3
Lane LOS	A					B
Approach Delay (s)	1.9		0.0			10.3
Approach LOS						B

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	50.6%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	635	5	3	539	6	3	1	3	45	2	72
Future Volume (Veh/h)	33	635	5	3	539	6	3	1	3	45	2	72
Sign Control		Free			Free			Stop			Stop	
Grade		0%			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 (vph)	36	690	5	3	586	7	3	1	3	49	2	78
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh)		1			1							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	593			695			1142	1364	348	1012	1359	293
vC1, stage 1 conf vol							764	764		592	592	
vC2, stage 2 conf vol							378	599		420	767	
vCu, unblocked vol	593			695			1142	1364	348	1012	1359	293
tC, single (s)	4.1			4.1			*10.0	*10.0	*8.0	*2.5	*5.0	*2.5
tC, 2 stage (s)							9.0	9.0		1.5	4.0	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			100			98	99	99	94	99	92
cM capacity (veh/h)	979			897			150	113	585	814	381	1010

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	36	460	235	3	293	293	7	7	129
Volume Left	36	0	0	3	0	0	0	3	49
Volume Right	0	0	5	0	0	0	7	3	78
cSH	979	1700	1700	897	1700	1700	1700	206	904
Volume to Capacity	0.04	0.27	0.14	0.00	0.17	0.17	0.00	0.03	0.14
Queue Length 95th (ft)	3	0	0	0	0	0	0	3	12
Control Delay (s)	8.8	0.0	0.0	9.0	0.0	0.0	0.0	23.1	9.6
Lane LOS	A			A				C	A
Approach Delay (s)	0.4			0.0				23.1	9.6
Approach LOS								C	A

Intersection Summary			
Average Delay		1.2	
Intersection Capacity Utilization		39.7%	ICU Level of Service
Analysis Period (min)		15	

* User Entered Value

Existing Conditions
PM Peak

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	98	120	187	730	2041	364
Future Volume (Veh/h)	98	120	187	730	2041	364
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	107	130	203	793	2218	396
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		3				
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	3020	1109	2218			
vC1, stage 1 conf vol	2218					
vC2, stage 2 conf vol	802					
vCu, unblocked vol	3020	1109	2218			
tC, single (s)	*1.8	*1.5	4.1			
tC, 2 stage (s)	0.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	23	88	13			
cM capacity (veh/h)	139	1091	232			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	237	203	396	396	1109	1109	396
Volume Left	107	203	0	0	0	0	0
Volume Right	130	0	0	0	0	0	396
cSH	298	232	1700	1700	1700	1700	1700
Volume to Capacity	0.80	0.87	0.23	0.23	0.65	0.65	0.23
Queue Length 95th (ft)	159	177	0	0	0	0	0
Control Delay (s)	51.5	75.3	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	F					
Approach Delay (s)	51.5	15.3			0.0		
Approach LOS	F						

Intersection Summary			
Average Delay		7.1	
Intersection Capacity Utilization		82.2%	ICU Level of Service	E
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	105	76	85	838	1658	437
Future Volume (Veh/h)	105	76	85	838	1658	437
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	114	83	92	911	1802	475
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		2				
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2442	901	1802			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2442	901	1802			
tC, single (s)	*4.0	*3.5	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	12	88	73			
cM capacity (veh/h)	130	665	338			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	197	92	456	456	901	901	475
Volume Left	114	92	0	0	0	0	0
Volume Right	83	0	0	0	0	0	475
cSH	208	338	1700	1700	1700	1700	1700
Volume to Capacity	0.95	0.27	0.27	0.27	0.53	0.53	0.28
Queue Length 95th (ft)	199	27	0	0	0	0	0
Control Delay (s)	97.6	19.6	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	C					
Approach Delay (s)	97.6	1.8			0.0		
Approach LOS	F						

Intersection Summary			
Average Delay		6.0	
Intersection Capacity Utilization		66.4%	ICU Level of Service	C
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	1	14	0	12	0	19	795	0	0	1623	150
Future Volume (Veh/h)	91	1	14	0	12	0	19	795	0	0	1623	150
Sign Control		Stop			Stop			Free			Free	
Grade		0%			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 (vph)	99	1	15	0	13	0	21	864	0	0	1764	163
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			None	
Median storage veh)								1				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2244	2670	882	1804	2833	432	1927			864		
vC1, stage 1 conf vol	1764	1764		906	906							
vC2, stage 2 conf vol	480	906		898	1927							
vCu, unblocked vol	2244	2670	882	1804	2833	432	1927			864		
tC, single (s)	*4.0	*4.0	*4.0	7.5	*4.0	6.9	4.1			4.1		
tC, 2 stage (s)	3.0	3.0		6.5	3.0							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	72	100	97	100	95	100	93			100		
cM capacity (veh/h)	357	305	595	146	279	572	302			774		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	100	15	13	21	432	432	882	882	163
Volume Left	99	0	0	21	0	0	0	0	0
Volume Right	0	15	0	0	0	0	0	0	163
cSH	356	595	279	302	1700	1700	1700	1700	1700
Volume to Capacity	0.28	0.03	0.05	0.07	0.25	0.25	0.52	0.52	0.10
Queue Length 95th (ft)	28	2	4	6	0	0	0	0	0
Control Delay (s)	19.0	11.2	18.5	17.8	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	B	C	C					
Approach Delay (s)	18.0		18.5	0.4			0.0		
Approach LOS	C		C						

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization		63.3%	ICU Level of Service	B
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	77	3	4	589	1013	374
Future Volume (Veh/h)	77	3	4	589	1013	374
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.93	0.93	0.92	0.92
Hourly flow rate (vph)	91	4	4	633	1101	407
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	1426	550	1508			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1426	550	1508			
tC, single (s)	*6.5	6.9	4.1			
tC, 2 stage (s)						
tF (s)	*3.3	3.3	2.2			
p0 queue free %	38	99	99			
cM capacity (veh/h)	148	478	440			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	95	215	422	550	550	407
Volume Left	91	4	0	0	0	0
Volume Right	4	0	0	0	0	407
cSH	152	440	1700	1700	1700	1700
Volume to Capacity	0.62	0.01	0.25	0.32	0.32	0.24
Queue Length 95th (ft)	85	1	0	0	0	0
Control Delay (s)	61.6	0.4	0.0	0.0	0.0	0.0
Lane LOS	F	A				
Approach Delay (s)	61.6	0.1		0.0		
Approach LOS	F					

Intersection Summary			
Average Delay		2.6	
Intersection Capacity Utilization		46.2%	ICU Level of Service A
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	31	10	5	524	836	124
Future Volume (Veh/h)	31	10	5	524	836	124
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.95	0.95	0.87	0.87
Hourly flow rate (vph)	36	12	5	552	961	143
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	1247	480	1104			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1247	480	1104			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	78	98	99			
cM capacity (veh/h)	164	532	628			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	48	189	368	480	480	143
Volume Left	36	5	0	0	0	0
Volume Right	12	0	0	0	0	143
cSH	199	628	1700	1700	1700	1700
Volume to Capacity	0.24	0.01	0.22	0.28	0.28	0.08
Queue Length 95th (ft)	23	1	0	0	0	0
Control Delay (s)	28.8	0.4	0.0	0.0	0.0	0.0
Lane LOS	D	A				
Approach Delay (s)	28.8	0.1		0.0		
Approach LOS	D					

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization		33.1%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	5	1	1	3	2	3
Future Volume (vph)	5	1	1	3	2	3
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	6	1	1	4	2	4

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	7	5	6
Volume Left (vph)	6	1	0
Volume Right (vph)	1	0	4
Hadj (s)	0.12	0.07	-0.37
Departure Headway (s)	4.0	4.0	3.6
Degree Utilization, x	0.01	0.01	0.01
Capacity (veh/h)	882	896	1005
Control Delay (s)	7.1	7.0	6.6
Approach Delay (s)	7.1	7.0	6.6
Approach LOS	A	A	A

Intersection Summary			
Delay	6.9		
Level of Service	A		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	2	12	3	0	1	11	457	0	3	642	220
Future Volume (Veh/h)	69	2	12	3	0	1	11	457	0	3	642	220
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.91	0.91	0.91	0.87	0.87	0.87
Hourly flow rate (vph)	81	2	14	4	0	1	12	502	0	3	738	253
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			None	
Median storage veh)								1				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1020	1270	369	916	1523	251	991			502		
vC1, stage 1 conf vol	744	744		526	526							
vC2, stage 2 conf vol	276	526		390	997							
vCu, unblocked vol	1020	1270	369	916	1523	251	991			502		
tC, single (s)	*7.0	6.5	6.9	*7.0	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.0	5.5		6.0	5.5							
tF (s)	*3.3	4.0	3.3	*3.3	4.0	3.3	2.2			2.2		
p0 queue free %	76	99	98	99	100	100	98			100		
cM capacity (veh/h)	344	284	628	392	224	749	693			1059		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	97	5	12	251	251	0	3	369	369	253
Volume Left	81	4	12	0	0	0	3	0	0	0
Volume Right	14	1	0	0	0	0	0	0	0	253
cSH	366	433	693	1700	1700	1700	1059	1700	1700	1700
Volume to Capacity	0.27	0.01	0.02	0.15	0.15	0.00	0.00	0.22	0.22	0.15
Queue Length 95th (ft)	26	1	1	0	0	0	0	0	0	0
Control Delay (s)	18.3	13.4	10.3	0.0	0.0	0.0	8.4	0.0	0.0	0.0
Lane LOS	C	B	B				A			
Approach Delay (s)	18.3	13.4	0.2				0.0			
Approach LOS	C	B								

Intersection Summary			
Average Delay		1.2	
Intersection Capacity Utilization		30.3%	ICU Level of Service A
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	59	13	42	185	6	14	3	22	1	7	6
Future Volume (Veh/h)	5	59	13	42	185	6	14	3	22	1	7	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.85	0.85	0.85	0.89	0.89	0.89	0.85	0.85	0.85
Hourly flow rate (vph)	6	67	15	49	218	7	16	3	25	1	8	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	225			82			417	410	74	432	414	222
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	225			82			417	410	74	432	414	222
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			97			97	99	97	100	98	99
cM capacity (veh/h)	1344			1515			520	512	987	503	510	818

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	88	274	44	16
Volume Left	6	49	16	1
Volume Right	15	7	25	7
cSH	1344	1515	710	610
Volume to Capacity	0.00	0.03	0.06	0.03
Queue Length 95th (ft)	0	3	5	2
Control Delay (s)	0.6	1.6	10.4	11.1
Lane LOS	A	A	B	B
Approach Delay (s)	0.6	1.6	10.4	11.1
Approach LOS			B	B

Intersection Summary			
Average Delay		2.6	
Intersection Capacity Utilization		32.5%	ICU Level of Service	A
Analysis Period (min)		15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	23	22	13	534	706	72
Future Volume (Veh/h)	23	22	13	534	706	72
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	24	14	580	767	78
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1085	384	845			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1085	384	845			
tC, single (s)	*4.5	*4.5	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	97	98			
cM capacity (veh/h)	420	797	787			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	49	207	387	384	384	78
Volume Left	25	14	0	0	0	0
Volume Right	24	0	0	0	0	78
cSH	547	787	1700	1700	1700	1700
Volume to Capacity	0.09	0.02	0.23	0.23	0.23	0.05
Queue Length 95th (ft)	7	1	0	0	0	0
Control Delay (s)	12.2	0.8	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	12.2	0.3		0.0		
Approach LOS	B					

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	34.1%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Intersection	
Intersection Delay, s/veh	5.1
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	2	2	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	744	461	181
Demand Flow Rate, veh/h	759	470	185
Vehicles Circulating, veh/h	44	136	462
Vehicles Exiting, veh/h	603	667	144
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.3	4.6	5.7
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left
Designated Moves	LT	TR	LT	TR	LR
Assumed Moves	LT	TR	LT	TR	LR
RT Channelized					
Lane Util	0.470	0.530	0.470	0.530	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328
Entry Flow, veh/h	357	402	221	249	185
Cap Entry Lane, veh/h	1296	1368	1191	1265	959
Entry HV Adj Factor	0.979	0.981	0.980	0.981	0.978
Flow Entry, veh/h	350	394	217	244	181
Cap Entry, veh/h	1269	1341	1168	1241	938
V/C Ratio	0.275	0.294	0.186	0.197	0.193
Control Delay, s/veh	5.3	5.3	4.7	4.6	5.7
LOS	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	614	16	6	716	26	7	2	13	6	4	62
Future Volume (Veh/h)	78	614	16	6	716	26	7	2	13	6	4	62
Sign Control		Free			Free			Stop			Stop	
Grade		0%			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 (vph)	85	667	17	7	778	28	8	2	14	7	4	67
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh)		1			1							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	806			684			1318	1666	342	1310	1646	389
vC1, stage 1 conf vol							846	846		792	792	
vC2, stage 2 conf vol							472	820		518	854	
vCu, unblocked vol	806			684			1318	1666	342	1310	1646	389
tC, single (s)	4.1			4.1			*5.0	*5.0	*5.0	*6.5	*6.0	*5.0
tC, 2 stage (s)							4.0	4.0		5.5	5.0	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	90			99			98	99	98	98	98	91
cM capacity (veh/h)	814			905			363	295	786	283	236	752

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	85	445	239	7	389	389	28	24	78
Volume Left	85	0	0	7	0	0	0	8	7
Volume Right	0	0	17	0	0	0	28	14	67
cSH	814	1700	1700	905	1700	1700	1700	515	596
Volume to Capacity	0.10	0.26	0.14	0.01	0.23	0.23	0.02	0.05	0.13
Queue Length 95th (ft)	9	0	0	1	0	0	0	4	11
Control Delay (s)	9.9	0.0	0.0	9.0	0.0	0.0	0.0	12.3	11.9
Lane LOS	A			A				B	B
Approach Delay (s)	1.1			0.1				12.3	11.9
Approach LOS								B	B

Intersection Summary			
Average Delay		1.3	
Intersection Capacity Utilization		38.7%	ICU Level of Service
Analysis Period (min)		15	

* User Entered Value

Build Condition:
Roundabout
AM Peak

Intersection	
Intersection Delay, s/veh	18.5
Intersection LOS	C

Approach	EB	NB	SB
Entry Lanes	1	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	301	2000	797
Demand Flow Rate, veh/h	307	2040	813
Vehicles Circulating, veh/h	704	189	319
Vehicles Exiting, veh/h	428	822	1910
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.7	24.1	7.7
Approach LOS	A	C	A

Lane	Left	Left	Right	Left	Right
Designated Moves	LR	LT	TR	LT	TR
Assumed Moves	LR	LT	TR	LT	TR
RT Channelized					
Lane Util	1.000	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	307	959	1081	382	431
Cap Entry Lane, veh/h	781	1134	1209	1007	1083
Entry HV Adj Factor	0.980	0.980	0.981	0.981	0.980
Flow Entry, veh/h	301	940	1060	375	423
Cap Entry, veh/h	765	1112	1186	987	1061
V/C Ratio	0.393	0.845	0.894	0.380	0.398
Control Delay, s/veh	9.7	22.1	26.0	7.8	7.6
LOS	A	C	D	A	A
95th %tile Queue, veh	2	11	14	2	2

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

Approach	EB	NB	SB
Entry Lanes	1	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	184	1902	799
Demand Flow Rate, veh/h	188	1940	815
Vehicles Circulating, veh/h	712	135	51
Vehicles Exiting, veh/h	154	765	2024
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.5	17.1	5.5
Approach LOS	A	C	A

Lane	Left	Left	Right	Left	Right
Designated Moves	LR	LT	TR	LT	TR
Assumed Moves	LR	LT	TR	LT	TR
RT Channelized					
Lane Util	1.000	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	188	912	1028	383	432
Cap Entry Lane, veh/h	775	1192	1266	1288	1360
Entry HV Adj Factor	0.979	0.980	0.981	0.981	0.980
Flow Entry, veh/h	184	894	1008	376	423
Cap Entry, veh/h	759	1169	1242	1263	1333
V/C Ratio	0.242	0.765	0.812	0.297	0.318
Control Delay, s/veh	7.5	16.1	18.0	5.5	5.5
LOS	A	C	C	A	A
95th %tile Queue, veh	1	8	10	1	1

Intersection	
Intersection Delay, s/veh	14.2
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	2	1	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	269	2	1705	742
Demand Flow Rate, veh/h	274	2	1739	757
Vehicles Circulating, veh/h	718	1985	264	8
Vehicles Exiting, veh/h	47	18	728	1979
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	10.1	14.0	18.8	5.1
Approach LOS	B	B	C	A

Lane	Left	Right	Left	Left	Right	Left	Right
Designated Moves	LT	R	LTR	LT	TR	LT	TR
Assumed Moves	LT	R	LTR	LT	TR	LT	TR
RT Channelized							
Lane Util	0.964	0.036	1.000	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	264	10	2	817	922	356	401
Cap Entry Lane, veh/h	697	771	263	1059	1135	1340	1410
Entry HV Adj Factor	0.980	1.000	0.990	0.981	0.980	0.980	0.981
Flow Entry, veh/h	259	10	2	801	904	349	393
Cap Entry, veh/h	683	771	260	1039	1112	1312	1383
V/C Ratio	0.379	0.013	0.008	0.772	0.813	0.266	0.284
Control Delay, s/veh	10.3	4.8	14.0	17.9	19.6	5.1	5.1
LOS	B	A	B	C	C	A	A
95th %tile Queue, veh	2	0	0	8	10	1	1

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Approach	EB	NB	SB
Entry Lanes	1	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	172	1552	585
Demand Flow Rate, veh/h	175	1583	596
Vehicles Circulating, veh/h	481	171	3
Vehicles Exiting, veh/h	118	485	1751
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.7	12.3	4.5
Approach LOS	A	B	A

Lane	Left	Left	Right	Left	Right
Designated Moves	LR	LT	TR	LT	TR
Assumed Moves	LR	LT	TR	LT	TR
RT Channelized					
Lane Util	1.000	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	175	744	839	280	316
Cap Entry Lane, veh/h	943	1153	1228	1346	1417
Entry HV Adj Factor	0.983	0.980	0.980	0.981	0.980
Flow Entry, veh/h	172	729	823	275	310
Cap Entry, veh/h	927	1131	1204	1321	1389
V/C Ratio	0.185	0.645	0.683	0.208	0.223
Control Delay, s/veh	5.7	12.0	12.6	4.5	4.5
LOS	A	B	B	A	A
95th %tile Queue, veh	1	5	6	1	1

Intersection					
Intersection Delay, s/veh	7.3				
Intersection LOS	A				

Approach	EB	NB	SB
Entry Lanes	1	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	152	1235	493
Demand Flow Rate, veh/h	155	1260	503
Vehicles Circulating, veh/h	472	142	4
Vehicles Exiting, veh/h	35	485	1398
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.4	8.7	4.2
Approach LOS	A	A	A

Lane	Left	Left	Right	Left	Right
Designated Moves	LR	LT	TR	LT	TR
Assumed Moves	LR	LT	TR	LT	TR
RT Channelized					
Lane Util	1.000	0.470	0.530	0.469	0.531
Follow-Up Headway, s	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	155	592	668	236	267
Cap Entry Lane, veh/h	951	1185	1259	1345	1415
Entry HV Adj Factor	0.981	0.981	0.980	0.981	0.978
Flow Entry, veh/h	152	581	655	232	261
Cap Entry, veh/h	932	1162	1234	1320	1384
V/C Ratio	0.163	0.500	0.531	0.175	0.189
Control Delay, s/veh	5.4	8.7	8.8	4.2	4.1
LOS	A	A	A	A	A
95th %tile Queue, veh	1	3	3	1	1

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	387	3	917	375
Demand Flow Rate, veh/h	394	3	935	382
Vehicles Circulating, veh/h	322	1315	386	5
Vehicles Exiting, veh/h	65	6	330	1313
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.2	7.9	9.4	3.8
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	TR	LT	TR
Assumed Moves	LTR	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	1.000	1.000	0.470	0.530	0.471	0.529
Follow-Up Headway, s	2.535	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	394	3	439	496	180	202
Cap Entry Lane, veh/h	1080	464	946	1023	1344	1414
Entry HV Adj Factor	0.982	0.993	0.981	0.980	0.979	0.983
Flow Entry, veh/h	387	3	431	486	176	199
Cap Entry, veh/h	1061	461	929	1002	1315	1390
V/C Ratio	0.365	0.006	0.464	0.485	0.134	0.143
Control Delay, s/veh	7.2	7.9	9.5	9.4	3.8	3.7
LOS	A	A	A	A	A	A
95th %tile Queue, veh	2	0	2	3	0	0

Intersection	
Intersection Delay, s/veh	5.2
Intersection LOS	A

Approach	EB	NB	SB
Entry Lanes	1	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	169	720	451
Demand Flow Rate, veh/h	173	734	460
Vehicles Circulating, veh/h	442	145	13
Vehicles Exiting, veh/h	31	470	866
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.5	5.8	4.1
Approach LOS	A	A	A

Lane	Left	Left	Right	Left	Right
Designated Moves	LR	LT	TR	LT	TR
Assumed Moves	LR	LT	TR	LT	TR
RT Channelized					
Lane Util	1.000	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	173	345	389	216	244
Cap Entry Lane, veh/h	975	1181	1255	1334	1405
Entry HV Adj Factor	0.977	0.981	0.981	0.982	0.980
Flow Entry, veh/h	169	338	382	212	239
Cap Entry, veh/h	953	1158	1231	1310	1377
V/C Ratio	0.177	0.292	0.310	0.162	0.174
Control Delay, s/veh	5.5	5.8	5.8	4.1	4.0
LOS	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	1

Intersection	
Intersection Delay, s/veh	5.1
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	2	2	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	744	461	181
Demand Flow Rate, veh/h	759	470	185
Vehicles Circulating, veh/h	44	136	462
Vehicles Exiting, veh/h	603	667	144
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.3	4.6	5.7
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left
Designated Moves	LT	TR	LT	TR	LR
Assumed Moves	LT	TR	LT	TR	LR
RT Channelized					
Lane Util	0.470	0.530	0.470	0.530	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328
Entry Flow, veh/h	357	402	221	249	185
Cap Entry Lane, veh/h	1296	1368	1191	1265	959
Entry HV Adj Factor	0.979	0.981	0.980	0.981	0.978
Flow Entry, veh/h	350	394	217	244	181
Cap Entry, veh/h	1269	1341	1168	1241	938
V/C Ratio	0.275	0.294	0.186	0.197	0.193
Control Delay, s/veh	5.3	5.3	4.7	4.6	5.7
LOS	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	1

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	731	596	7	129
Demand Flow Rate, veh/h	746	608	7	132
Vehicles Circulating, veh/h	55	41	791	604
Vehicles Exiting, veh/h	681	757	10	45
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.7	6.9	6.0	6.9
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	R	LT	R	LTR	LTR
Assumed Moves	LT	R	LT	R	LTR	LTR
RT Channelized						
Lane Util	0.993	0.007	0.988	0.012	1.000	1.000
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.609	2.609
Critical Headway, s	4.544	4.544	4.544	4.544	4.976	4.976
Entry Flow, veh/h	741	5	601	7	7	132
Cap Entry Lane, veh/h	1351	1351	1368	1368	616	745
Entry HV Adj Factor	0.980	1.000	0.980	1.000	0.997	0.977
Flow Entry, veh/h	726	5	589	7	7	129
Cap Entry, veh/h	1324	1351	1341	1368	614	728
V/C Ratio	0.549	0.004	0.439	0.005	0.011	0.177
Control Delay, s/veh	8.7	2.7	7.0	2.7	6.0	6.9
LOS	A	A	A	A	A	A
95th %tile Queue, veh	3	0	2	0	0	1

Build Condition:
Roundabout
PM Peak

Intersection					
Intersection Delay, s/veh	78.1				
Intersection LOS	F				

Approach	EB	NB	SB
Entry Lanes	1	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	237	996	2614
Demand Flow Rate, veh/h	242	1016	2666
Vehicles Circulating, veh/h	2262	109	207
Vehicles Exiting, veh/h	611	2395	918
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	163.4	6.9	97.5
Approach LOS	F	A	F

Lane	Left	Left	Right	Left	Right
Designated Moves	LR	LT	TR	LT	TR
Assumed Moves	LR	LT	TR	LT	TR
RT Channelized					
Lane Util	1.000	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	242	478	538	1253	1413
Cap Entry Lane, veh/h	208	1221	1294	1116	1191
Entry HV Adj Factor	0.979	0.979	0.981	0.980	0.980
Flow Entry, veh/h	237	468	528	1228	1385
Cap Entry, veh/h	203	1196	1270	1094	1168
V/C Ratio	1.166	0.391	0.416	1.123	1.186
Control Delay, s/veh	163.4	6.9	6.9	85.2	108.4
LOS	F	A	A	F	F
95th %tile Queue, veh	12	2	2	31	40

Intersection					
Intersection Delay, s/veh	22.3				
Intersection LOS	C				

Approach	EB	NB	SB
Entry Lanes	1	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	197	1003	2277
Demand Flow Rate, veh/h	201	1023	2322
Vehicles Circulating, veh/h	1838	116	94
Vehicles Exiting, veh/h	578	1923	1045
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	38.0	7.0	27.7
Approach LOS	E	A	D

Lane	Left	Left	Right	Left	Right
Designated Moves	LR	LT	TR	LT	TR
Assumed Moves	LR	LT	TR	LT	TR
RT Channelized					
Lane Util	1.000	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	201	481	542	1091	1231
Cap Entry Lane, veh/h	298	1213	1287	1238	1311
Entry HV Adj Factor	0.980	0.980	0.981	0.981	0.980
Flow Entry, veh/h	197	471	531	1070	1207
Cap Entry, veh/h	292	1189	1262	1214	1285
V/C Ratio	0.675	0.396	0.421	0.881	0.939
Control Delay, s/veh	38.0	7.0	7.0	24.1	30.8
LOS	E	A	A	C	D
95th %tile Queue, veh	5	2	2	13	17

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	115	13	885	1927
Demand Flow Rate, veh/h	117	13	902	1965
Vehicles Circulating, veh/h	1799	1003	102	34
Vehicles Exiting, veh/h	200	1	1814	982
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	20.9	6.3	6.3	13.5
Approach LOS	C	A	A	B

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	TR	LT	TR
Assumed Moves	LTR	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	1.000	1.000	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.535	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	117	13	424	478	924	1041
Cap Entry Lane, veh/h	308	605	1229	1302	1308	1380
Entry HV Adj Factor	0.983	0.980	0.981	0.981	0.980	0.981
Flow Entry, veh/h	115	13	416	469	906	1021
Cap Entry, veh/h	302	593	1205	1277	1282	1353
V/C Ratio	0.380	0.021	0.345	0.367	0.706	0.755
Control Delay, s/veh	20.9	6.3	6.3	6.3	12.8	14.1
LOS	C	A	A	A	B	B
95th %tile Queue, veh	2	0	2	2	6	8

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Approach	EB	NB	SB
Entry Lanes	1	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	95	637	1508
Demand Flow Rate, veh/h	97	650	1538
Vehicles Circulating, veh/h	1123	93	4
Vehicles Exiting, veh/h	419	1127	739
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.1	5.1	8.8
Approach LOS	A	A	A

Lane	Left	Left	Right	Left	Right
Designated Moves	LR	LT	TR	LT	TR
Assumed Moves	LR	LT	TR	LT	TR
RT Channelized					
Lane Util	1.000	0.471	0.529	0.470	0.530
Follow-Up Headway, s	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	97	306	344	723	815
Cap Entry Lane, veh/h	547	1239	1312	1345	1415
Entry HV Adj Factor	0.979	0.979	0.982	0.980	0.981
Flow Entry, veh/h	95	300	338	709	799
Cap Entry, veh/h	535	1213	1288	1318	1388
V/C Ratio	0.177	0.247	0.262	0.538	0.576
Control Delay, s/veh	9.1	5.2	5.1	8.5	8.9
LOS	A	A	A	A	A
95th %tile Queue, veh	1	1	1	3	4

Intersection					
Intersection Delay, s/veh	5.9				
Intersection LOS	A				

Approach	EB	NB	SB
Entry Lanes	1	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	48	557	1104
Demand Flow Rate, veh/h	49	568	1126
Vehicles Circulating, veh/h	980	37	5
Vehicles Exiting, veh/h	151	992	600
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.9	4.5	6.5
Approach LOS	A	A	A

Lane	Left	Left	Right	Left	Right
Designated Moves	LR	LT	TR	LT	TR
Assumed Moves	LR	LT	TR	LT	TR
RT Channelized					
Lane Util	1.000	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	49	267	301	529	597
Cap Entry Lane, veh/h	617	1305	1376	1344	1414
Entry HV Adj Factor	0.980	0.980	0.981	0.981	0.980
Flow Entry, veh/h	48	262	295	519	585
Cap Entry, veh/h	605	1279	1350	1318	1386
V/C Ratio	0.079	0.205	0.219	0.394	0.422
Control Delay, s/veh	6.9	4.6	4.5	6.5	6.6
LOS	A	A	A	A	A
95th %tile Queue, veh	0	1	1	2	2

Intersection	
Intersection Delay, s/veh	5.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	97	5	514	994
Demand Flow Rate, veh/h	99	5	524	1014
Vehicles Circulating, veh/h	760	607	88	16
Vehicles Exiting, veh/h	270	5	771	596
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.4	4.3	4.6	6.1
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	TR	LT	TR
Assumed Moves	LTR	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	1.000	1.000	0.469	0.531	0.470	0.530
Follow-Up Headway, s	2.535	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	99	5	246	278	477	537
Cap Entry Lane, veh/h	744	848	1245	1318	1330	1401
Entry HV Adj Factor	0.979	1.000	0.982	0.980	0.980	0.981
Flow Entry, veh/h	97	5	242	272	467	527
Cap Entry, veh/h	729	848	1222	1291	1303	1375
V/C Ratio	0.133	0.006	0.198	0.211	0.359	0.383
Control Delay, s/veh	6.4	4.3	4.7	4.6	6.1	6.2
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	0	1	1	2	2

Intersection	
Intersection Delay, s/veh	5.1
Intersection LOS	A

Approach	EB	NB	SB
Entry Lanes	1	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	49	594	845
Demand Flow Rate, veh/h	50	606	862
Vehicles Circulating, veh/h	782	25	14
Vehicles Exiting, veh/h	94	806	617
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.7	4.6	5.5
Approach LOS	A	A	A

Lane	Left	Left	Right	Left	Right
Designated Moves	LR	LT	TR	LT	TR
Assumed Moves	LR	LT	TR	LT	TR
RT Channelized					
Lane Util	1.000	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	50	285	321	405	457
Cap Entry Lane, veh/h	730	1319	1390	1333	1403
Entry HV Adj Factor	0.980	0.980	0.981	0.980	0.980
Flow Entry, veh/h	49	279	315	397	448
Cap Entry, veh/h	716	1293	1364	1306	1375
V/C Ratio	0.068	0.216	0.231	0.304	0.326
Control Delay, s/veh	5.7	4.6	4.6	5.5	5.5
LOS	A	A	A	A	A
95th %tile Queue, veh	0	1	1	1	1

Intersection	
Intersection Delay, s/veh	5.1
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	2	2	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	744	461	181
Demand Flow Rate, veh/h	759	470	185
Vehicles Circulating, veh/h	44	136	462
Vehicles Exiting, veh/h	603	667	144
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.3	4.6	5.7
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left
Designated Moves	LT	TR	LT	TR	LR
Assumed Moves	LT	TR	LT	TR	LR
RT Channelized					
Lane Util	0.470	0.530	0.470	0.530	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328
Entry Flow, veh/h	357	402	221	249	185
Cap Entry Lane, veh/h	1296	1368	1191	1265	959
Entry HV Adj Factor	0.979	0.981	0.980	0.981	0.978
Flow Entry, veh/h	350	394	217	244	181
Cap Entry, veh/h	1269	1341	1168	1241	938
V/C Ratio	0.275	0.294	0.186	0.197	0.193
Control Delay, s/veh	5.3	5.3	4.7	4.6	5.7
LOS	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	1

Intersection	
Intersection Delay, s/veh	5.1
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	2	2	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	744	461	181
Demand Flow Rate, veh/h	759	470	185
Vehicles Circulating, veh/h	44	136	462
Vehicles Exiting, veh/h	603	667	144
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.3	4.6	5.7
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left
Designated Moves	LT	TR	LT	TR	LR
Assumed Moves	LT	TR	LT	TR	LR
RT Channelized					
Lane Util	0.470	0.530	0.470	0.530	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328
Entry Flow, veh/h	357	402	221	249	185
Cap Entry Lane, veh/h	1296	1368	1191	1265	959
Entry HV Adj Factor	0.979	0.981	0.980	0.981	0.978
Flow Entry, veh/h	350	394	217	244	181
Cap Entry, veh/h	1269	1341	1168	1241	938
V/C Ratio	0.275	0.294	0.186	0.197	0.193
Control Delay, s/veh	5.3	5.3	4.7	4.6	5.7
LOS	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	1

Build Condition:
Road Diet
NB Direction
AM Peak

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	170	107	288	1552	635	98
Future Volume (Veh/h)	170	107	288	1552	635	98
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	185	116	313	1687	690	107
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		3				
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2160	345	690			
vC1, stage 1 conf vol	690					
vC2, stage 2 conf vol	1470					
vCu, unblocked vol	2160	345	690			
tC, single (s)	*4.8	*5.0	4.1			
tC, 2 stage (s)	3.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	10	85	65			
cM capacity (veh/h)	206	784	900			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	301	313	844	844	345	345	107
Volume Left	185	313	0	0	0	0	0
Volume Right	116	0	0	0	0	0	107
cSH	316	900	1700	1700	1700	1700	1700
Volume to Capacity	0.95	0.35	0.50	0.50	0.20	0.20	0.06
Queue Length 95th (ft)	243	39	0	0	0	0	0
Control Delay (s)	76.0	11.1	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	B					
Approach Delay (s)	76.0	1.7			0.0		
Approach LOS	F						

Intersection Summary			
Average Delay	8.5		
Intersection Capacity Utilization	59.0%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	121	48	46	1704	642	93
Future Volume (Veh/h)	121	48	46	1704	642	93
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	132	52	50	1852	698	101
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		2				
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1724	349	698			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1724	349	698			
tC, single (s)	*5.0	*4.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	28	94	94			
cM capacity (veh/h)	182	861	894			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	184	50	926	926	349	349	101
Volume Left	132	50	0	0	0	0	0
Volume Right	52	0	0	0	0	0	101
cSH	248	894	1700	1700	1700	1700	1700
Volume to Capacity	0.74	0.06	0.54	0.54	0.21	0.21	0.06
Queue Length 95th (ft)	131	4	0	0	0	0	0
Control Delay (s)	52.4	9.3	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	A					
Approach Delay (s)	52.4	0.2			0.0		
Approach LOS	F						

Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	60.5%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	17	9	0	1	1	6	1562	0	0	648	35
Future Volume (Veh/h)	222	17	9	0	1	1	6	1562	0	0	648	35
Sign Control		Stop			Stop			Free			Free	
Grade		0%			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 (vph)	241	18	10	0	1	1	7	1698	0	0	704	38
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			None	
Median storage veh)								1				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1568	2416	352	2083	2454	849	742			1698		
vC1, stage 1 conf vol	704	704		1712	1712							
vC2, stage 2 conf vol	864	1712		371	742							
vCu, unblocked vol	1568	2416	352	2083	2454	849	742			1698		
tC, single (s)	*4.0	*4.0	*4.0	7.5	*4.0	*4.0	4.1			4.1		
tC, 2 stage (s)	3.0	3.0		6.5	3.0							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	52	95	99	100	100	100	99			100		
cM capacity (veh/h)	503	338	859	79	334	609	861			371		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	259	10	2	7	849	849	352	352	38
Volume Left	241	0	0	7	0	0	0	0	0
Volume Right	0	10	1	0	0	0	0	0	38
cSH	486	859	431	861	1700	1700	1700	1700	1700
Volume to Capacity	0.53	0.01	0.00	0.01	0.50	0.50	0.21	0.21	0.02
Queue Length 95th (ft)	77	1	0	1	0	0	0	0	0
Control Delay (s)	20.5	9.2	13.4	9.2	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	A	B	A					
Approach Delay (s)	20.1		13.4	0.0			0.0		
Approach LOS	C		B						

Intersection Summary			
Average Delay		2.0	
Intersection Capacity Utilization		69.7%	ICU Level of Service	C
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	143	3	3	1441	434	104
Future Volume (Veh/h)	143	3	3	1441	434	104
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.93	0.93	0.92	0.92
Hourly flow rate (vph)	168	4	3	1549	472	113
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2027	472	585			
vC1, stage 1 conf vol	472					
vC2, stage 2 conf vol	1555					
vCu, unblocked vol	2027	472	585			
tC, single (s)	*6.1	*6.2	4.1			
tC, 2 stage (s)	5.1					
tF (s)	*3.3	3.3	2.2			
p0 queue free %	21	99	100			
cM capacity (veh/h)	214	594	990			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	172	3	1549	472	113
Volume Left	168	3	0	0	0
Volume Right	4	0	0	0	113
cSH	217	990	1700	1700	1700
Volume to Capacity	0.79	0.00	0.91	0.28	0.07
Queue Length 95th (ft)	143	0	0	0	0
Control Delay (s)	65.0	8.6	0.0	0.0	0.0
Lane LOS	F	A			
Approach Delay (s)	65.0	0.0		0.0	
Approach LOS	F				

Intersection Summary			
Average Delay	4.9		
Intersection Capacity Utilization	90.6%	ICU Level of Service	E
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	118	11	4	1145	426	28
Future Volume (Veh/h)	118	11	4	1145	426	28
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.93	0.93	0.92	0.92
Hourly flow rate (vph)	139	13	4	1231	463	30
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1702	463	493			
vC1, stage 1 conf vol	463					
vC2, stage 2 conf vol	1239					
vCu, unblocked vol	1702	463	493			
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 %	45	98	100			
cM capacity (veh/h)	254	599	1071			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	152	4	1231	463	30
Volume Left	139	4	0	0	0
Volume Right	13	0	0	0	30
cSH	267	1071	1700	1700	1700
Volume to Capacity	0.57	0.00	0.72	0.27	0.02
Queue Length 95th (ft)	81	0	0	0	0
Control Delay (s)	35.0	8.4	0.0	0.0	0.0
Lane LOS	D	A			
Approach Delay (s)	35.0	0.0		0.0	
Approach LOS	D				

Intersection Summary			
Average Delay		2.8	
Intersection Capacity Utilization		74.1%	ICU Level of Service D
Analysis Period (min)		15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	5	0	0	0	0	3
Future Volume (vph)	5	0	0	0	0	3
Peak Hour Factor	0.85	0.92	0.92	0.92	0.92	0.85
Hourly flow rate (vph)	6	0	0	0	0	4

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	6	0	4
Volume Left (vph)	6	0	0
Volume Right (vph)	0	0	4
Hadj (s)	0.23	0.00	-0.57
Departure Headway (s)	4.1	3.9	3.3
Degree Utilization, x	0.01	0.00	0.00
Capacity (veh/h)	862	913	1067
Control Delay (s)	7.2	6.9	6.4
Approach Delay (s)	7.2	0.0	6.4
Approach LOS	A	A	A

Intersection Summary			
Delay	6.8		
Level of Service	A		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	344	3	9	2	1	0	2	823	1	2	265	52
Future Volume (Veh/h)	344	3	9	2	1	0	2	823	1	2	265	52
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.85	0.85	0.85	0.90	0.90	0.90	0.85	0.85	0.85
Hourly flow rate (vph)	374	3	10	2	1	0	2	914	1	2	312	61
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			None	
Median storage veh)								1				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	778	1235	156	1090	1295	457	373			915		
vC1, stage 1 conf vol	316	316		918	918							
vC2, stage 2 conf vol	462	919		172	377							
vCu, unblocked vol	778	1235	156	1090	1295	457	373			915		
tC, single (s)	*7.0	6.5	6.9	*7.0	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.0	5.5		6.0	5.5							
tF (s)	*3.3	4.0	3.3	*3.3	4.0	3.3	2.2			2.2		
p0 queue free %	18	99	99	99	100	100	100			100		
cM capacity (veh/h)	457	274	862	294	267	551	1182			741		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	387	3	2	457	457	1	2	156	156	61
Volume Left	374	2	2	0	0	0	2	0	0	0
Volume Right	10	0	0	0	0	1	0	0	0	61
cSH	460	285	1182	1700	1700	1700	741	1700	1700	1700
Volume to Capacity	0.84	0.01	0.00	0.27	0.27	0.00	0.00	0.09	0.09	0.04
Queue Length 95th (ft)	208	1	0	0	0	0	0	0	0	0
Control Delay (s)	42.3	17.8	8.1	0.0	0.0	0.0	9.9	0.0	0.0	0.0
Lane LOS	E	C	A				A			
Approach Delay (s)	42.3	17.8	0.0				0.1			
Approach LOS	E	C								

Intersection Summary			
Average Delay		9.8	
Intersection Capacity Utilization		55.8%	ICU Level of Service	B
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	294	4	13	49	0	18	3	57	2	2	2
Future Volume (Veh/h)	21	294	4	13	49	0	18	3	57	2	2	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	23	327	4	15	58	0	21	4	67	2	2	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	58			331			466	463	329	532	465	58
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	58			331			466	463	329	532	465	58
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 %	99			99			96	99	91	100	100	100
cM capacity (veh/h)	1546			1228			494	483	712	404	481	1008

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	354	73	92	6
Volume Left	23	15	21	2
Volume Right	4	0	67	2
cSH	1546	1228	635	541
Volume to Capacity	0.01	0.01	0.14	0.01
Queue Length 95th (ft)	1	1	13	1
Control Delay (s)	0.6	1.7	11.6	11.7
Lane LOS	A	A	B	B
Approach Delay (s)	0.6	1.7	11.6	11.7
Approach LOS			B	B

Intersection Summary			
Average Delay		2.8	
Intersection Capacity Utilization		30.4%	ICU Level of Service	A
Analysis Period (min)		15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	131	25	12	650	398	17
Future Volume (Veh/h)	131	25	12	650	398	17
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	142	27	13	707	433	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1166	433	451			
vC1, stage 1 conf vol	433					
vC2, stage 2 conf vol	733					
vCu, unblocked vol	1166	433	451			
tC, single (s)	*6.8	*6.3	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	63	96	99			
cM capacity (veh/h)	383	617	1109			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	169	13	707	433	18
Volume Left	142	13	0	0	0
Volume Right	27	0	0	0	18
cSH	408	1109	1700	1700	1700
Volume to Capacity	0.41	0.01	0.42	0.25	0.01
Queue Length 95th (ft)	50	1	0	0	0
Control Delay (s)	19.9	8.3	0.0	0.0	0.0
Lane LOS	C	A			
Approach Delay (s)	19.9	0.1		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	49.7%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	122	562	417	7	40	127
Future Volume (Veh/h)	122	562	417	7	40	127
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	133	611	453	8	43	138
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	461				1330	453
vC1, stage 1 conf vol					453	
vC2, stage 2 conf vol					877	
vCu, unblocked vol	461				1330	453
tC, single (s)	4.1				*2.6	*2.3
tC, 2 stage (s)					1.6	
tF (s)	2.2				3.5	3.3
p0 queue free %	88				95	86
cM capacity (veh/h)	1100				822	994

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	133	611	453	8	181
Volume Left	133	0	0	0	43
Volume Right	0	0	0	8	138
cSH	1100	1700	1700	1700	947
Volume to Capacity	0.12	0.36	0.27	0.00	0.19
Queue Length 95th (ft)	10	0	0	0	18
Control Delay (s)	8.7	0.0	0.0	0.0	9.7
Lane LOS	A				A
Approach Delay (s)	1.6		0.0		9.7
Approach LOS					A

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	48.7%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	635	5	3	539	6	3	1	3	45	2	72
Future Volume (Veh/h)	33	635	5	3	539	6	3	1	3	45	2	72
Sign Control		Free			Free			Stop			Stop	
Grade		0%			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 (vph)	36	690	5	3	586	7	3	1	3	49	2	78
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh)		1			1							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	593			695			1142	1364	348	1012	1359	293
vC1, stage 1 conf vol							764	764		592	592	
vC2, stage 2 conf vol							378	599		420	767	
vCu, unblocked vol	593			695			1142	1364	348	1012	1359	293
tC, single (s)	4.1			4.1			*10.0	*10.0	*8.0	*2.5	*5.0	*2.5
tC, 2 stage (s)							9.0	9.0		1.5	4.0	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			100			98	99	99	94	99	92
cM capacity (veh/h)	979			897			150	113	585	814	381	1010

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	36	460	235	3	293	293	7	7	129
Volume Left	36	0	0	3	0	0	0	3	49
Volume Right	0	0	5	0	0	0	7	3	78
cSH	979	1700	1700	897	1700	1700	1700	206	904
Volume to Capacity	0.04	0.27	0.14	0.00	0.17	0.17	0.00	0.03	0.14
Queue Length 95th (ft)	3	0	0	0	0	0	0	3	12
Control Delay (s)	8.8	0.0	0.0	9.0	0.0	0.0	0.0	23.1	9.6
Lane LOS	A			A				C	A
Approach Delay (s)	0.4			0.0				23.1	9.6
Approach LOS								C	A

Intersection Summary			
Average Delay		1.2	
Intersection Capacity Utilization		39.7%	ICU Level of Service
Analysis Period (min)		15	

* User Entered Value

Build Condition:
Road Diet
SB Direction
AM Peak

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	170	107	288	1552	635	98
Future Volume (Veh/h)	170	107	288	1552	635	98
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	185	116	313	1687	690	107
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		3				
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2160	345	690			
vC1, stage 1 conf vol	690					
vC2, stage 2 conf vol	1470					
vCu, unblocked vol	2160	345	690			
tC, single (s)	*4.8	*5.0	4.1			
tC, 2 stage (s)	3.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	10	85	65			
cM capacity (veh/h)	206	784	900			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	301	313	844	844	345	345	107
Volume Left	185	313	0	0	0	0	0
Volume Right	116	0	0	0	0	0	107
cSH	316	900	1700	1700	1700	1700	1700
Volume to Capacity	0.95	0.35	0.50	0.50	0.20	0.20	0.06
Queue Length 95th (ft)	243	39	0	0	0	0	0
Control Delay (s)	76.0	11.1	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	B					
Approach Delay (s)	76.0	1.7			0.0		
Approach LOS	F						

Intersection Summary			
Average Delay	8.5		
Intersection Capacity Utilization	59.0%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	121	48	46	1704	642	93
Future Volume (Veh/h)	121	48	46	1704	642	93
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	132	52	50	1852	698	101
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		2				
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1724	349	698			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1724	349	698			
tC, single (s)	*5.0	*4.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	28	94	94			
cM capacity (veh/h)	182	861	894			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	184	50	926	926	349	349	101
Volume Left	132	50	0	0	0	0	0
Volume Right	52	0	0	0	0	0	101
cSH	248	894	1700	1700	1700	1700	1700
Volume to Capacity	0.74	0.06	0.54	0.54	0.21	0.21	0.06
Queue Length 95th (ft)	131	4	0	0	0	0	0
Control Delay (s)	52.4	9.3	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	A					
Approach Delay (s)	52.4	0.2			0.0		
Approach LOS	F						

Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	60.5%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	17	9	0	1	1	6	1562	0	0	648	35
Future Volume (Veh/h)	222	17	9	0	1	1	6	1562	0	0	648	35
Sign Control		Stop			Stop			Free			Free	
Grade		0%			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 (vph)	241	18	10	0	1	1	7	1698	0	0	704	38
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			None	
Median storage veh)								1				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1568	2416	352	2083	2454	849	742			1698		
vC1, stage 1 conf vol	704	704		1712	1712							
vC2, stage 2 conf vol	864	1712		371	742							
vCu, unblocked vol	1568	2416	352	2083	2454	849	742			1698		
tC, single (s)	*4.0	*4.0	*4.0	7.5	*4.0	*4.0	4.1			4.1		
tC, 2 stage (s)	3.0	3.0		6.5	3.0							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	52	95	99	100	100	100	99			100		
cM capacity (veh/h)	503	338	859	79	334	609	861			371		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	259	10	2	7	849	849	352	352	38
Volume Left	241	0	0	7	0	0	0	0	0
Volume Right	0	10	1	0	0	0	0	0	38
cSH	486	859	431	861	1700	1700	1700	1700	1700
Volume to Capacity	0.53	0.01	0.00	0.01	0.50	0.50	0.21	0.21	0.02
Queue Length 95th (ft)	77	1	0	1	0	0	0	0	0
Control Delay (s)	20.5	9.2	13.4	9.2	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	A	B	A					
Approach Delay (s)	20.1		13.4	0.0			0.0		
Approach LOS	C		B						

Intersection Summary			
Average Delay		2.0	
Intersection Capacity Utilization		69.7%	ICU Level of Service	C
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	143	3	3	1441	434	104
Future Volume (Veh/h)	143	3	3	1441	434	104
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.93	0.93	0.92	0.92
Hourly flow rate (vph)	168	4	3	1549	472	113
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2027	236	585			
vC1, stage 1 conf vol	472					
vC2, stage 2 conf vol	1555					
vCu, unblocked vol	2027	236	585			
tC, single (s)	*6.5	*6.5	4.1			
tC, 2 stage (s)	5.5					
tF (s)	*3.3	3.3	2.2			
p0 queue free %	7	99	100			
cM capacity (veh/h)	181	788	986			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	172	3	1549	236	236	113
Volume Left	168	3	0	0	0	0
Volume Right	4	0	0	0	0	113
cSH	184	986	1700	1700	1700	1700
Volume to Capacity	0.94	0.00	0.91	0.14	0.14	0.07
Queue Length 95th (ft)	183	0	0	0	0	0
Control Delay (s)	102.0	8.7	0.0	0.0	0.0	0.0
Lane LOS	F	A				
Approach Delay (s)	102.0	0.0		0.0		
Approach LOS	F					

Intersection Summary			
Average Delay		7.6	
Intersection Capacity Utilization		90.6%	ICU Level of Service E
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	118	11	4	1145	426	28
Future Volume (Veh/h)	118	11	4	1145	426	28
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.93	0.93	0.92	0.92
Hourly flow rate (vph)	139	13	4	1231	463	30
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1702	232	493			
vC1, stage 1 conf vol	463					
vC2, stage 2 conf vol	1239					
vCu, unblocked vol	1702	232	493			
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 %	37	98	100			
cM capacity (veh/h)	220	771	1067			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	152	4	1231	232	232	30
Volume Left	139	4	0	0	0	0
Volume Right	13	0	0	0	0	30
cSH	235	1067	1700	1700	1700	1700
Volume to Capacity	0.65	0.00	0.72	0.14	0.14	0.02
Queue Length 95th (ft)	99	0	0	0	0	0
Control Delay (s)	44.7	8.4	0.0	0.0	0.0	0.0
Lane LOS	E	A				
Approach Delay (s)	44.7	0.0		0.0		
Approach LOS	E					

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	74.1%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	5	0	0	0	0	3
Future Volume (vph)	5	0	0	0	0	3
Peak Hour Factor	0.85	0.92	0.92	0.92	0.92	0.85
Hourly flow rate (vph)	6	0	0	0	0	4

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	6	0	4
Volume Left (vph)	6	0	0
Volume Right (vph)	0	0	4
Hadj (s)	0.23	0.00	-0.57
Departure Headway (s)	4.1	3.9	3.3
Degree Utilization, x	0.01	0.00	0.00
Capacity (veh/h)	862	913	1067
Control Delay (s)	7.2	6.9	6.4
Approach Delay (s)	7.2	0.0	6.4
Approach LOS	A	A	A

Intersection Summary			
Delay	6.8		
Level of Service	A		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	344	3	9	2	1	0	2	823	1	2	265	52
Future Volume (Veh/h)	344	3	9	2	1	0	2	823	1	2	265	52
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.85	0.85	0.85	0.90	0.90	0.90	0.85	0.85	0.85
Hourly flow rate (vph)	374	3	10	2	1	0	2	914	1	2	312	61
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			None	
Median storage veh)								1				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	778	1235	156	1090	1295	457	373			915		
vC1, stage 1 conf vol	316	316		918	918							
vC2, stage 2 conf vol	462	919		172	377							
vCu, unblocked vol	778	1235	156	1090	1295	457	373			915		
tC, single (s)	*7.0	6.5	6.9	*7.0	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.0	5.5		6.0	5.5							
tF (s)	*3.3	4.0	3.3	*3.3	4.0	3.3	2.2			2.2		
p0 queue free %	18	99	99	99	100	100	100			100		
cM capacity (veh/h)	457	274	862	294	267	551	1182			741		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	387	3	2	457	457	1	2	156	156	61
Volume Left	374	2	2	0	0	0	2	0	0	0
Volume Right	10	0	0	0	0	1	0	0	0	61
cSH	460	285	1182	1700	1700	1700	741	1700	1700	1700
Volume to Capacity	0.84	0.01	0.00	0.27	0.27	0.00	0.00	0.09	0.09	0.04
Queue Length 95th (ft)	208	1	0	0	0	0	0	0	0	0
Control Delay (s)	42.3	17.8	8.1	0.0	0.0	0.0	9.9	0.0	0.0	0.0
Lane LOS	E	C	A				A			
Approach Delay (s)	42.3	17.8	0.0				0.1			
Approach LOS	E	C								

Intersection Summary			
Average Delay		9.8	
Intersection Capacity Utilization		55.8%	ICU Level of Service	B
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	294	4	13	49	0	18	3	57	2	2	2
Future Volume (Veh/h)	21	294	4	13	49	0	18	3	57	2	2	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	23	327	4	15	58	0	21	4	67	2	2	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	58			331			466	463	329	532	465	58
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	58			331			466	463	329	532	465	58
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 %	99			99			96	99	91	100	100	100
cM capacity (veh/h)	1546			1228			494	483	712	404	481	1008

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	354	73	92	6
Volume Left	23	15	21	2
Volume Right	4	0	67	2
cSH	1546	1228	635	541
Volume to Capacity	0.01	0.01	0.14	0.01
Queue Length 95th (ft)	1	1	13	1
Control Delay (s)	0.6	1.7	11.6	11.7
Lane LOS	A	A	B	B
Approach Delay (s)	0.6	1.7	11.6	11.7
Approach LOS			B	B

Intersection Summary			
Average Delay		2.8	
Intersection Capacity Utilization		30.4%	ICU Level of Service	A
Analysis Period (min)		15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	131	25	12	650	398	17
Future Volume (Veh/h)	131	25	12	650	398	17
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	142	27	13	707	433	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1166	216	451			
vC1, stage 1 conf vol	433					
vC2, stage 2 conf vol	733					
vCu, unblocked vol	1166	216	451			
tC, single (s)	*7.2	*7.0	4.1			
tC, 2 stage (s)	6.2					
tF (s)	3.5	3.3	2.2			
p0 queue free %	60	97	99			
cM capacity (veh/h)	354	785	1106			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	169	13	707	216	216	18
Volume Left	142	13	0	0	0	0
Volume Right	27	0	0	0	0	18
cSH	388	1106	1700	1700	1700	1700
Volume to Capacity	0.44	0.01	0.42	0.13	0.13	0.01
Queue Length 95th (ft)	54	1	0	0	0	0
Control Delay (s)	21.3	8.3	0.0	0.0	0.0	0.0
Lane LOS	C	A				
Approach Delay (s)	21.3	0.1		0.0		
Approach LOS	C					

Intersection Summary			
Average Delay		2.8	
Intersection Capacity Utilization		49.7%	ICU Level of Service A
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	122	562	417	7	40	127
Future Volume (Veh/h)	122	562	417	7	40	127
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	133	611	453	8	43	138
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	461				1330	226
vC1, stage 1 conf vol					453	
vC2, stage 2 conf vol					877	
vCu, unblocked vol	461				1330	226
tC, single (s)	4.1				*3.0	*3.0
tC, 2 stage (s)					2.0	
tF (s)	2.2				3.5	3.3
p0 queue free %	88				94	86
cM capacity (veh/h)	1096				745	995

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	SB 1
Volume Total	133	611	226	226	8	181
Volume Left	133	0	0	0	0	43
Volume Right	0	0	0	0	8	138
cSH	1096	1700	1700	1700	1700	922
Volume to Capacity	0.12	0.36	0.13	0.13	0.00	0.20
Queue Length 95th (ft)	10	0	0	0	0	18
Control Delay (s)	8.7	0.0	0.0	0.0	0.0	9.9
Lane LOS	A					A
Approach Delay (s)	1.6		0.0			9.9
Approach LOS						A

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	46.3%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	635	5	3	539	6	3	1	3	45	2	72
Future Volume (Veh/h)	33	635	5	3	539	6	3	1	3	45	2	72
Sign Control		Free			Free			Stop			Stop	
Grade		0%			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 (vph)	36	690	5	3	586	7	3	1	3	49	2	78
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh)		1			1							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	593			695			1142	1364	348	1012	1359	293
vC1, stage 1 conf vol							764	764		592	592	
vC2, stage 2 conf vol							378	599		420	767	
vCu, unblocked vol	593			695			1142	1364	348	1012	1359	293
tC, single (s)	4.1			4.1			*10.0	*10.0	*8.0	*2.5	*5.0	*2.5
tC, 2 stage (s)							9.0	9.0		1.5	4.0	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			100			98	99	99	94	99	92
cM capacity (veh/h)	979			897			150	113	585	814	381	1010

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	36	460	235	3	293	293	7	7	129
Volume Left	36	0	0	3	0	0	0	3	49
Volume Right	0	0	5	0	0	0	7	3	78
cSH	979	1700	1700	897	1700	1700	1700	206	904
Volume to Capacity	0.04	0.27	0.14	0.00	0.17	0.17	0.00	0.03	0.14
Queue Length 95th (ft)	3	0	0	0	0	0	0	3	12
Control Delay (s)	8.8	0.0	0.0	9.0	0.0	0.0	0.0	23.1	9.6
Lane LOS	A			A				C	A
Approach Delay (s)	0.4			0.0				23.1	9.6
Approach LOS								C	A

Intersection Summary			
Average Delay		1.2	
Intersection Capacity Utilization		39.7%	ICU Level of Service
Analysis Period (min)		15	

* User Entered Value

Build Condition:
Road Diet
Both Directions
AM Peak

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	170	107	288	1552	635	98
Future Volume (Veh/h)	170	107	288	1552	635	98
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	185	116	313	1687	690	107
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		3				
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2160	345	690			
vC1, stage 1 conf vol	690					
vC2, stage 2 conf vol	1470					
vCu, unblocked vol	2160	345	690			
tC, single (s)	*4.8	*5.0	4.1			
tC, 2 stage (s)	3.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	10	85	65			
cM capacity (veh/h)	206	784	900			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	301	313	844	844	345	345	107
Volume Left	185	313	0	0	0	0	0
Volume Right	116	0	0	0	0	0	107
cSH	316	900	1700	1700	1700	1700	1700
Volume to Capacity	0.95	0.35	0.50	0.50	0.20	0.20	0.06
Queue Length 95th (ft)	243	39	0	0	0	0	0
Control Delay (s)	76.0	11.1	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	B					
Approach Delay (s)	76.0	1.7			0.0		
Approach LOS	F						

Intersection Summary			
Average Delay	8.5		
Intersection Capacity Utilization	59.0%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	121	48	46	1704	642	93
Future Volume (Veh/h)	121	48	46	1704	642	93
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	132	52	50	1852	698	101
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		2				
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1724	349	698			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1724	349	698			
tC, single (s)	*5.0	*4.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	28	94	94			
cM capacity (veh/h)	182	861	894			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	184	50	926	926	349	349	101
Volume Left	132	50	0	0	0	0	0
Volume Right	52	0	0	0	0	0	101
cSH	248	894	1700	1700	1700	1700	1700
Volume to Capacity	0.74	0.06	0.54	0.54	0.21	0.21	0.06
Queue Length 95th (ft)	131	4	0	0	0	0	0
Control Delay (s)	52.4	9.3	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	A					
Approach Delay (s)	52.4	0.2			0.0		
Approach LOS	F						

Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	60.5%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	17	9	0	1	1	6	1562	0	0	648	35
Future Volume (Veh/h)	222	17	9	0	1	1	6	1562	0	0	648	35
Sign Control		Stop			Stop			Free			Free	
Grade		0%			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 (vph)	241	18	10	0	1	1	7	1698	0	0	704	38
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			None	
Median storage veh)								1				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1568	2416	352	2083	2454	849	742			1698		
vC1, stage 1 conf vol	704	704		1712	1712							
vC2, stage 2 conf vol	864	1712		371	742							
vCu, unblocked vol	1568	2416	352	2083	2454	849	742			1698		
tC, single (s)	*4.0	*4.0	*4.0	7.5	*4.0	*4.0	4.1			4.1		
tC, 2 stage (s)	3.0	3.0		6.5	3.0							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	52	95	99	100	100	100	99			100		
cM capacity (veh/h)	503	338	859	79	334	609	861			371		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	259	10	2	7	849	849	352	352	38
Volume Left	241	0	0	7	0	0	0	0	0
Volume Right	0	10	1	0	0	0	0	0	38
cSH	486	859	431	861	1700	1700	1700	1700	1700
Volume to Capacity	0.53	0.01	0.00	0.01	0.50	0.50	0.21	0.21	0.02
Queue Length 95th (ft)	77	1	0	1	0	0	0	0	0
Control Delay (s)	20.5	9.2	13.4	9.2	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	A	B	A					
Approach Delay (s)	20.1		13.4	0.0			0.0		
Approach LOS	C		B						

Intersection Summary			
Average Delay		2.0	
Intersection Capacity Utilization		69.7%	ICU Level of Service	C
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	143	3	3	1441	434	104
Future Volume (Veh/h)	143	3	3	1441	434	104
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.93	0.93	0.92	0.92
Hourly flow rate (vph)	168	4	3	1549	472	113
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1252	472	585			
vC1, stage 1 conf vol	472					
vC2, stage 2 conf vol	780					
vCu, unblocked vol	1252	472	585			
tC, single (s)	*6.5	6.9	4.1			
tC, 2 stage (s)	5.5					
tF (s)	*3.3	3.3	2.2			
p0 queue free %	58	99	100			
cM capacity (veh/h)	404	538	986			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	172	3	774	774	472	113
Volume Left	168	3	0	0	0	0
Volume Right	4	0	0	0	0	113
cSH	406	986	1700	1700	1700	1700
Volume to Capacity	0.42	0.00	0.46	0.46	0.28	0.07
Queue Length 95th (ft)	51	0	0	0	0	0
Control Delay (s)	20.2	8.7	0.0	0.0	0.0	0.0
Lane LOS	C	A				
Approach Delay (s)	20.2	0.0			0.0	
Approach LOS	C					

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	54.6%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	118	11	4	1145	426	28
Future Volume (Veh/h)	118	11	4	1145	426	28
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.93	0.93	0.92	0.92
Hourly flow rate (vph)	139	13	4	1231	463	30
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1086	463	493			
vC1, stage 1 conf vol	463					
vC2, stage 2 conf vol	624					
vCu, unblocked vol	1086	463	493			
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 %	67	98	100			
cM capacity (veh/h)	418	546	1067			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	152	4	616	616	463	30
Volume Left	139	4	0	0	0	0
Volume Right	13	0	0	0	0	30
cSH	426	1067	1700	1700	1700	1700
Volume to Capacity	0.36	0.00	0.36	0.36	0.27	0.02
Queue Length 95th (ft)	40	0	0	0	0	0
Control Delay (s)	18.1	8.4	0.0	0.0	0.0	0.0
Lane LOS	C	A				
Approach Delay (s)	18.1	0.0			0.0	
Approach LOS	C					

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	45.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	5	0	0	0	0	3
Future Volume (vph)	5	0	0	0	0	3
Peak Hour Factor	0.85	0.92	0.92	0.92	0.92	0.85
Hourly flow rate (vph)	6	0	0	0	0	4

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	6	0	4
Volume Left (vph)	6	0	0
Volume Right (vph)	0	0	4
Hadj (s)	0.23	0.00	-0.57
Departure Headway (s)	4.1	3.9	3.3
Degree Utilization, x	0.01	0.00	0.00
Capacity (veh/h)	862	913	1067
Control Delay (s)	7.2	6.9	6.4
Approach Delay (s)	7.2	0.0	6.4
Approach LOS	A	A	A

Intersection Summary			
Delay	6.8		
Level of Service	A		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	344	3	9	2	1	0	2	823	1	2	265	52
Future Volume (Veh/h)	344	3	9	2	1	0	2	823	1	2	265	52
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.85	0.85	0.85	0.90	0.90	0.90	0.85	0.85	0.85
Hourly flow rate (vph)	374	3	10	2	1	0	2	914	1	2	312	61
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			None	
Median storage veh)								1				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	778	1235	156	1090	1295	457	373			915		
vC1, stage 1 conf vol	316	316		918	918							
vC2, stage 2 conf vol	462	919		172	377							
vCu, unblocked vol	778	1235	156	1090	1295	457	373			915		
tC, single (s)	*7.0	6.5	6.9	*7.0	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.0	5.5		6.0	5.5							
tF (s)	*3.3	4.0	3.3	*3.3	4.0	3.3	2.2			2.2		
p0 queue free %	18	99	99	99	100	100	100			100		
cM capacity (veh/h)	457	274	862	294	267	551	1182			741		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	387	3	2	457	457	1	2	156	156	61
Volume Left	374	2	2	0	0	0	2	0	0	0
Volume Right	10	0	0	0	0	1	0	0	0	61
cSH	460	285	1182	1700	1700	1700	741	1700	1700	1700
Volume to Capacity	0.84	0.01	0.00	0.27	0.27	0.00	0.00	0.09	0.09	0.04
Queue Length 95th (ft)	208	1	0	0	0	0	0	0	0	0
Control Delay (s)	42.3	17.8	8.1	0.0	0.0	0.0	9.9	0.0	0.0	0.0
Lane LOS	E	C	A				A			
Approach Delay (s)	42.3	17.8	0.0				0.1			
Approach LOS	E	C								

Intersection Summary			
Average Delay		9.8	
Intersection Capacity Utilization		55.8%	ICU Level of Service	B
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	294	4	13	49	0	18	3	57	2	2	2
Future Volume (Veh/h)	21	294	4	13	49	0	18	3	57	2	2	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	23	327	4	15	58	0	21	4	67	2	2	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	58			331			466	463	329	532	465	58
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	58			331			466	463	329	532	465	58
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 %	99			99			96	99	91	100	100	100
cM capacity (veh/h)	1546			1228			494	483	712	404	481	1008

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	354	73	92	6
Volume Left	23	15	21	2
Volume Right	4	0	67	2
cSH	1546	1228	635	541
Volume to Capacity	0.01	0.01	0.14	0.01
Queue Length 95th (ft)	1	1	13	1
Control Delay (s)	0.6	1.7	11.6	11.7
Lane LOS	A	A	B	B
Approach Delay (s)	0.6	1.7	11.6	11.7
Approach LOS			B	B

Intersection Summary			
Average Delay		2.8	
Intersection Capacity Utilization		30.4%	ICU Level of Service	A
Analysis Period (min)		15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	131	25	12	650	398	17
Future Volume (Veh/h)	131	25	12	650	398	17
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	142	27	13	707	433	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	812	433	451			
vC1, stage 1 conf vol	433					
vC2, stage 2 conf vol	380					
vCu, unblocked vol	812	433	451			
tC, single (s)	*7.2	*7.0	4.1			
tC, 2 stage (s)	6.2					
tF (s)	3.5	3.3	2.2			
p0 queue free %	71	95	99			
cM capacity (veh/h)	492	567	1106			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	169	13	354	354	433	18
Volume Left	142	13	0	0	0	0
Volume Right	27	0	0	0	0	18
cSH	502	1106	1700	1700	1700	1700
Volume to Capacity	0.34	0.01	0.21	0.21	0.25	0.01
Queue Length 95th (ft)	37	1	0	0	0	0
Control Delay (s)	15.8	8.3	0.0	0.0	0.0	0.0
Lane LOS	C	A				
Approach Delay (s)	15.8	0.1			0.0	
Approach LOS	C					

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	36.4%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	122	562	417	7	40	127
Future Volume (Veh/h)	122	562	417	7	40	127
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	133	611	453	8	43	138
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	461				1024	453
vC1, stage 1 conf vol					453	
vC2, stage 2 conf vol					572	
vCu, unblocked vol	461				1024	453
tC, single (s)	4.1				*3.0	*3.0
tC, 2 stage (s)					2.0	
tF (s)	2.2				3.5	3.3
p0 queue free %	88				95	85
cM capacity (veh/h)	1096				784	909

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	133	306	306	453	8	181
Volume Left	133	0	0	0	0	43
Volume Right	0	0	0	0	8	138
cSH	1096	1700	1700	1700	1700	876
Volume to Capacity	0.12	0.18	0.18	0.27	0.00	0.21
Queue Length 95th (ft)	10	0	0	0	0	19
Control Delay (s)	8.7	0.0	0.0	0.0	0.0	10.2
Lane LOS	A					B
Approach Delay (s)	1.6			0.0		10.2
Approach LOS						B

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	48.7%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	635	5	3	539	6	3	1	3	45	2	72
Future Volume (Veh/h)	33	635	5	3	539	6	3	1	3	45	2	72
Sign Control		Free			Free			Stop			Stop	
Grade		0%			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 (vph)	36	690	5	3	586	7	3	1	3	49	2	78
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh)		1			1							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	593			695			1142	1364	348	1012	1359	293
vC1, stage 1 conf vol							764	764		592	592	
vC2, stage 2 conf vol							378	599		420	767	
vCu, unblocked vol	593			695			1142	1364	348	1012	1359	293
tC, single (s)	4.1			4.1			*10.0	*10.0	*8.0	*2.5	*5.0	*2.5
tC, 2 stage (s)							9.0	9.0		1.5	4.0	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			100			98	99	99	94	99	92
cM capacity (veh/h)	979			897			150	113	585	814	381	1010

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	36	460	235	3	293	293	7	7	129
Volume Left	36	0	0	3	0	0	0	3	49
Volume Right	0	0	5	0	0	0	7	3	78
cSH	979	1700	1700	897	1700	1700	1700	206	904
Volume to Capacity	0.04	0.27	0.14	0.00	0.17	0.17	0.00	0.03	0.14
Queue Length 95th (ft)	3	0	0	0	0	0	0	3	12
Control Delay (s)	8.8	0.0	0.0	9.0	0.0	0.0	0.0	23.1	9.6
Lane LOS	A			A				C	A
Approach Delay (s)	0.4			0.0				23.1	9.6
Approach LOS								C	A

Intersection Summary			
Average Delay		1.2	
Intersection Capacity Utilization		39.7%	ICU Level of Service
Analysis Period (min)		15	

* User Entered Value

Build Condition:
Road Diet
NB Direction
PM Peak

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	98	120	187	730	2041	364
Future Volume (Veh/h)	98	120	187	730	2041	364
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	107	130	203	793	2218	396
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		3				
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	3020	1109	2218			
vC1, stage 1 conf vol	2218					
vC2, stage 2 conf vol	802					
vCu, unblocked vol	3020	1109	2218			
tC, single (s)	*4.8	*5.0	4.1			
tC, 2 stage (s)	3.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	65	13			
cM capacity (veh/h)	57	371	232			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	237	203	396	396	1109	1109	396
Volume Left	107	203	0	0	0	0	0
Volume Right	130	0	0	0	0	0	396
cSH	110	232	1700	1700	1700	1700	1700
Volume to Capacity	2.16	0.87	0.23	0.23	0.65	0.65	0.23
Queue Length 95th (ft)	507	177	0	0	0	0	0
Control Delay (s)	615.4	75.3	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	F					
Approach Delay (s)	615.4	15.3			0.0		
Approach LOS	F						

Intersection Summary			
Average Delay		41.9	
Intersection Capacity Utilization		82.2%	ICU Level of Service E
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	105	76	85	838	1658	437
Future Volume (Veh/h)	105	76	85	838	1658	437
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	114	83	92	911	1802	475
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		2				
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2442	901	1802			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2442	901	1802			
tC, single (s)	*5.0	*4.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	86	73			
cM capacity (veh/h)	66	587	338			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	197	92	456	456	901	901	475
Volume Left	114	92	0	0	0	0	0
Volume Right	83	0	0	0	0	0	475
cSH	106	338	1700	1700	1700	1700	1700
Volume to Capacity	1.85	0.27	0.27	0.27	0.53	0.53	0.28
Queue Length 95th (ft)	399	27	0	0	0	0	0
Control Delay (s)	485.5	19.6	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	C					
Approach Delay (s)	485.5	1.8			0.0		
Approach LOS	F						

Intersection Summary			
Average Delay		28.0	
Intersection Capacity Utilization		66.4%	ICU Level of Service	C
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	1	14	0	12	0	19	795	0	0	1623	150
Future Volume (Veh/h)	91	1	14	0	12	0	19	795	0	0	1623	150
Sign Control		Stop			Stop			Free			Free	
Grade		0%			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 (vph)	99	1	15	0	13	0	21	864	0	0	1764	163
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			None	
Median storage veh)								1				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2244	2670	882	1804	2833	432	1927			864		
vC1, stage 1 conf vol	1764	1764		906	906							
vC2, stage 2 conf vol	480	906		898	1927							
vCu, unblocked vol	2244	2670	882	1804	2833	432	1927			864		
tC, single (s)	*4.0	*4.0	*4.0	7.5	*4.0	*4.0	4.1			4.1		
tC, 2 stage (s)	3.0	3.0		6.5	3.0							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	72	100	97	100	95	100	93			100		
cM capacity (veh/h)	357	305	595	146	279	813	302			774		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	100	15	13	21	432	432	882	882	163
Volume Left	99	0	0	21	0	0	0	0	0
Volume Right	0	15	0	0	0	0	0	0	163
cSH	356	595	279	302	1700	1700	1700	1700	1700
Volume to Capacity	0.28	0.03	0.05	0.07	0.25	0.25	0.52	0.52	0.10
Queue Length 95th (ft)	28	2	4	6	0	0	0	0	0
Control Delay (s)	19.0	11.2	18.5	17.8	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	B	C	C					
Approach Delay (s)	18.0		18.5	0.4			0.0		
Approach LOS	C		C						

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization		63.3%	ICU Level of Service	B
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	77	3	4	589	1013	374
Future Volume (Veh/h)	77	3	4	589	1013	374
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.93	0.93	0.92	0.92
Hourly flow rate (vph)	91	4	4	633	1101	407
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1742	550	1508			
vC1, stage 1 conf vol	1101					
vC2, stage 2 conf vol	641					
vCu, unblocked vol	1742	550	1508			
tC, single (s)	*6.5	6.9	4.1			
tC, 2 stage (s)	5.5					
tF (s)	*3.3	3.3	2.2			
p0 queue free %	68	99	99			
cM capacity (veh/h)	281	478	440			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	95	4	633	550	550	407
Volume Left	91	4	0	0	0	0
Volume Right	4	0	0	0	0	407
cSH	286	440	1700	1700	1700	1700
Volume to Capacity	0.33	0.01	0.37	0.32	0.32	0.24
Queue Length 95th (ft)	35	1	0	0	0	0
Control Delay (s)	23.7	13.3	0.0	0.0	0.0	0.0
Lane LOS	C	B				
Approach Delay (s)	23.7	0.1		0.0		
Approach LOS	C					

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	42.1%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	31	10	5	524	836	124
Future Volume (Veh/h)	31	10	5	524	836	124
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.95	0.95	0.87	0.87
Hourly flow rate (vph)	36	12	5	552	961	143
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1523	480	1104			
vC1, stage 1 conf vol	961					
vC2, stage 2 conf vol	562					
vCu, unblocked vol	1523	480	1104			
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 %	88	98	99			
cM capacity (veh/h)	290	532	628			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	48	5	552	480	480	143
Volume Left	36	5	0	0	0	0
Volume Right	12	0	0	0	0	143
cSH	327	628	1700	1700	1700	1700
Volume to Capacity	0.15	0.01	0.32	0.28	0.28	0.08
Queue Length 95th (ft)	13	1	0	0	0	0
Control Delay (s)	17.9	10.8	0.0	0.0	0.0	0.0
Lane LOS	C	B				
Approach Delay (s)	17.9	0.1		0.0		
Approach LOS	C					

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	37.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	5	1	1	3	2	3
Future Volume (vph)	5	1	1	3	2	3
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	6	1	1	4	2	4

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	7	5	6
Volume Left (vph)	6	1	0
Volume Right (vph)	1	0	4
Hadj (s)	0.12	0.07	-0.37
Departure Headway (s)	4.0	4.0	3.6
Degree Utilization, x	0.01	0.01	0.01
Capacity (veh/h)	882	896	1005
Control Delay (s)	7.1	7.0	6.6
Approach Delay (s)	7.1	7.0	6.6
Approach LOS	A	A	A

Intersection Summary			
Delay	6.9		
Level of Service	A		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	2	12	3	0	1	11	457	0	3	642	220
Future Volume (Veh/h)	69	2	12	3	0	1	11	457	0	3	642	220
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.91	0.91	0.91	0.87	0.87	0.87
Hourly flow rate (vph)	81	2	14	4	0	1	12	502	0	3	738	253
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			None	
Median storage veh)								1				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1020	1270	369	916	1523	251	991			502		
vC1, stage 1 conf vol	744	744		526	526							
vC2, stage 2 conf vol	276	526		390	997							
vCu, unblocked vol	1020	1270	369	916	1523	251	991			502		
tC, single (s)	*7.0	6.5	6.9	*7.0	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.0	5.5		6.0	5.5							
tF (s)	*3.3	4.0	3.3	*3.3	4.0	3.3	2.2			2.2		
p0 queue free %	76	99	98	99	100	100	98			100		
cM capacity (veh/h)	344	284	628	392	224	749	693			1059		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	97	5	12	251	251	0	3	369	369	253
Volume Left	81	4	12	0	0	0	3	0	0	0
Volume Right	14	1	0	0	0	0	0	0	0	253
cSH	366	433	693	1700	1700	1700	1059	1700	1700	1700
Volume to Capacity	0.27	0.01	0.02	0.15	0.15	0.00	0.00	0.22	0.22	0.15
Queue Length 95th (ft)	26	1	1	0	0	0	0	0	0	0
Control Delay (s)	18.3	13.4	10.3	0.0	0.0	0.0	8.4	0.0	0.0	0.0
Lane LOS	C	B	B				A			
Approach Delay (s)	18.3	13.4	0.2				0.0			
Approach LOS	C	B								

Intersection Summary			
Average Delay		1.2	
Intersection Capacity Utilization		30.3%	ICU Level of Service A
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	59	13	42	185	6	14	3	22	1	7	6
Future Volume (Veh/h)	5	59	13	42	185	6	14	3	22	1	7	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.85	0.85	0.85	0.89	0.89	0.89	0.85	0.85	0.85
Hourly flow rate (vph)	6	67	15	49	218	7	16	3	25	1	8	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	225			82			417	410	74	432	414	222
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	225			82			417	410	74	432	414	222
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			97			97	99	97	100	98	99
cM capacity (veh/h)	1344			1515			520	512	987	503	510	818

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	88	274	44	16
Volume Left	6	49	16	1
Volume Right	15	7	25	7
cSH	1344	1515	710	610
Volume to Capacity	0.00	0.03	0.06	0.03
Queue Length 95th (ft)	0	3	5	2
Control Delay (s)	0.6	1.6	10.4	11.1
Lane LOS	A	A	B	B
Approach Delay (s)	0.6	1.6	10.4	11.1
Approach LOS			B	B

Intersection Summary			
Average Delay		2.6	
Intersection Capacity Utilization		32.5%	ICU Level of Service	A
Analysis Period (min)		15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	23	22	13	534	706	72
Future Volume (Veh/h)	23	22	13	534	706	72
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	24	14	580	767	78
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1375	384	845			
vC1, stage 1 conf vol	767					
vC2, stage 2 conf vol	608					
vCu, unblocked vol	1375	384	845			
tC, single (s)	*4.5	*4.5	4.1			
tC, 2 stage (s)	3.5					
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	97	98			
cM capacity (veh/h)	570	797	787			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	49	14	580	384	384	78
Volume Left	25	14	0	0	0	0
Volume Right	24	0	0	0	0	78
cSH	662	787	1700	1700	1700	1700
Volume to Capacity	0.07	0.02	0.34	0.23	0.23	0.05
Queue Length 95th (ft)	6	1	0	0	0	0
Control Delay (s)	10.9	9.7	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	10.9	0.2		0.0		
Approach LOS	B					

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	38.1%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	123	533	653	31	7	120
Future Volume (Veh/h)	123	533	653	31	7	120
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	134	579	710	34	8	130
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	744				1557	355
vC1, stage 1 conf vol					710	
vC2, stage 2 conf vol					847	
vCu, unblocked vol	744				1557	355
tC, single (s)	4.1				*5.0	*4.5
tC, 2 stage (s)					4.0	
tF (s)	2.2				3.5	3.3
p0 queue free %	84				98	84
cM capacity (veh/h)	859				421	816

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	SB 1
Volume Total	134	579	355	355	34	138
Volume Left	134	0	0	0	0	8
Volume Right	0	0	0	0	34	130
cSH	859	1700	1700	1700	1700	774
Volume to Capacity	0.16	0.34	0.21	0.21	0.02	0.18
Queue Length 95th (ft)	14	0	0	0	0	16
Control Delay (s)	10.0	0.0	0.0	0.0	0.0	10.7
Lane LOS	A					B
Approach Delay (s)	1.9		0.0			10.7
Approach LOS						B

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	42.7%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	614	16	6	716	26	7	2	13	6	4	62
Future Volume (Veh/h)	78	614	16	6	716	26	7	2	13	6	4	62
Sign Control		Free			Free			Stop			Stop	
Grade		0%			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 (vph)	85	667	17	7	778	28	8	2	14	7	4	67
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh)		1			1							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	806			684			1318	1666	342	1310	1646	389
vC1, stage 1 conf vol							846	846		792	792	
vC2, stage 2 conf vol							472	820		518	854	
vCu, unblocked vol	806			684			1318	1666	342	1310	1646	389
tC, single (s)	4.1			4.1			*10.0	*10.0	*8.0	*2.5	*5.0	*2.5
tC, 2 stage (s)							9.0	9.0		1.5	4.0	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	90			99			93	97	98	99	99	93
cM capacity (veh/h)	814			905			110	58	591	727	314	985

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	85	445	239	7	389	389	28	24	78
Volume Left	85	0	0	7	0	0	0	8	7
Volume Right	0	0	17	0	0	0	28	14	67
cSH	814	1700	1700	905	1700	1700	1700	184	863
Volume to Capacity	0.10	0.26	0.14	0.01	0.23	0.23	0.02	0.13	0.09
Queue Length 95th (ft)	9	0	0	1	0	0	0	11	7
Control Delay (s)	9.9	0.0	0.0	9.0	0.0	0.0	0.0	27.5	9.6
Lane LOS	A			A				D	A
Approach Delay (s)	1.1			0.1				27.5	9.6
Approach LOS								D	A

Intersection Summary			
Average Delay		1.4	
Intersection Capacity Utilization		38.7%	ICU Level of Service
Analysis Period (min)		15	

* User Entered Value

Build Condition:
Road Diet
SB Direction
PM Peak

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	98	120	187	730	2041	364
Future Volume (Veh/h)	98	120	187	730	2041	364
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	107	130	203	793	2218	396
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		3				
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	3020	1109	2218			
vC1, stage 1 conf vol	2218					
vC2, stage 2 conf vol	802					
vCu, unblocked vol	3020	1109	2218			
tC, single (s)	*4.8	*5.0	4.1			
tC, 2 stage (s)	3.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	65	13			
cM capacity (veh/h)	57	371	232			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	237	203	396	396	1109	1109	396
Volume Left	107	203	0	0	0	0	0
Volume Right	130	0	0	0	0	0	396
cSH	110	232	1700	1700	1700	1700	1700
Volume to Capacity	2.16	0.87	0.23	0.23	0.65	0.65	0.23
Queue Length 95th (ft)	507	177	0	0	0	0	0
Control Delay (s)	615.4	75.3	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	F					
Approach Delay (s)	615.4	15.3			0.0		
Approach LOS	F						

Intersection Summary			
Average Delay		41.9	
Intersection Capacity Utilization		82.2%	ICU Level of Service E
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	105	76	85	838	1658	437
Future Volume (Veh/h)	105	76	85	838	1658	437
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	114	83	92	911	1802	475
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		2				
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2442	901	1802			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2442	901	1802			
tC, single (s)	*5.0	*4.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	86	73			
cM capacity (veh/h)	66	587	338			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	197	92	456	456	901	901	475
Volume Left	114	92	0	0	0	0	0
Volume Right	83	0	0	0	0	0	475
cSH	106	338	1700	1700	1700	1700	1700
Volume to Capacity	1.85	0.27	0.27	0.27	0.53	0.53	0.28
Queue Length 95th (ft)	399	27	0	0	0	0	0
Control Delay (s)	485.5	19.6	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	C					
Approach Delay (s)	485.5	1.8			0.0		
Approach LOS	F						

Intersection Summary			
Average Delay		28.0	
Intersection Capacity Utilization		66.4%	ICU Level of Service	C
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	1	14	0	12	0	19	795	0	0	1623	150
Future Volume (Veh/h)	91	1	14	0	12	0	19	795	0	0	1623	150
Sign Control		Stop			Stop			Free			Free	
Grade		0%			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 (vph)	99	1	15	0	13	0	21	864	0	0	1764	163
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			None	
Median storage veh)								1				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2244	2670	882	1804	2833	432	1927			864		
vC1, stage 1 conf vol	1764	1764		906	906							
vC2, stage 2 conf vol	480	906		898	1927							
vCu, unblocked vol	2244	2670	882	1804	2833	432	1927			864		
tC, single (s)	*4.0	*4.0	*4.0	7.5	*4.0	*4.0	4.1			4.1		
tC, 2 stage (s)	3.0	3.0		6.5	3.0							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	72	100	97	100	95	100	93			100		
cM capacity (veh/h)	357	305	595	146	279	813	302			774		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	100	15	13	21	432	432	882	882	163
Volume Left	99	0	0	21	0	0	0	0	0
Volume Right	0	15	0	0	0	0	0	0	163
cSH	356	595	279	302	1700	1700	1700	1700	1700
Volume to Capacity	0.28	0.03	0.05	0.07	0.25	0.25	0.52	0.52	0.10
Queue Length 95th (ft)	28	2	4	6	0	0	0	0	0
Control Delay (s)	19.0	11.2	18.5	17.8	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	B	C	C					
Approach Delay (s)	18.0		18.5	0.4			0.0		
Approach LOS	C		C						

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization		63.3%	ICU Level of Service	B
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	77	3	4	589	1013	374
Future Volume (Veh/h)	77	3	4	589	1013	374
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.93	0.93	0.92	0.92
Hourly flow rate (vph)	91	4	4	633	1101	407
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1426	1101	1508			
vC1, stage 1 conf vol	1101					
vC2, stage 2 conf vol	324					
vCu, unblocked vol	1426	1101	1508			
tC, single (s)	*6.5	6.9	4.1			
tC, 2 stage (s)	5.5					
tF (s)	*3.3	3.3	2.2			
p0 queue free %	70	98	99			
cM capacity (veh/h)	304	207	440			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	95	4	316	316	1101	407
Volume Left	91	4	0	0	0	0
Volume Right	4	0	0	0	0	407
cSH	299	440	1700	1700	1700	1700
Volume to Capacity	0.32	0.01	0.19	0.19	0.65	0.24
Queue Length 95th (ft)	33	1	0	0	0	0
Control Delay (s)	22.6	13.3	0.0	0.0	0.0	0.0
Lane LOS	C	B				
Approach Delay (s)	22.6	0.1			0.0	
Approach LOS	C					

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	31	10	5	524	836	124
Future Volume (Veh/h)	31	10	5	524	836	124
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.95	0.95	0.87	0.87
Hourly flow rate (vph)	36	12	5	552	961	143
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1247	961	1104			
vC1, stage 1 conf vol	961					
vC2, stage 2 conf vol	286					
vCu, unblocked vol	1247	961	1104			
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 %	89	95	99			
cM capacity (veh/h)	314	256	628			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	48	5	276	276	961	143
Volume Left	36	5	0	0	0	0
Volume Right	12	0	0	0	0	143
cSH	297	628	1700	1700	1700	1700
Volume to Capacity	0.16	0.01	0.16	0.16	0.57	0.08
Queue Length 95th (ft)	14	1	0	0	0	0
Control Delay (s)	19.4	10.8	0.0	0.0	0.0	0.0
Lane LOS	C	B				
Approach Delay (s)	19.4	0.1			0.0	
Approach LOS	C					

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	54.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	5	1	1	3	2	3
Future Volume (vph)	5	1	1	3	2	3
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	6	1	1	4	2	4

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	7	5	6
Volume Left (vph)	6	1	0
Volume Right (vph)	1	0	4
Hadj (s)	0.12	0.07	-0.37
Departure Headway (s)	4.0	4.0	3.6
Degree Utilization, x	0.01	0.01	0.01
Capacity (veh/h)	882	896	1005
Control Delay (s)	7.1	7.0	6.6
Approach Delay (s)	7.1	7.0	6.6
Approach LOS	A	A	A

Intersection Summary			
Delay	6.9		
Level of Service	A		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	2	12	3	0	1	11	457	0	3	642	220
Future Volume (Veh/h)	69	2	12	3	0	1	11	457	0	3	642	220
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.91	0.91	0.91	0.87	0.87	0.87
Hourly flow rate (vph)	81	2	14	4	0	1	12	502	0	3	738	253
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			None	
Median storage veh)								1				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1020	1270	369	916	1523	251	991			502		
vC1, stage 1 conf vol	744	744		526	526							
vC2, stage 2 conf vol	276	526		390	997							
vCu, unblocked vol	1020	1270	369	916	1523	251	991			502		
tC, single (s)	*7.0	6.5	6.9	*7.0	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.0	5.5		6.0	5.5							
tF (s)	*3.3	4.0	3.3	*3.3	4.0	3.3	2.2			2.2		
p0 queue free %	76	99	98	99	100	100	98			100		
cM capacity (veh/h)	344	284	628	392	224	749	693			1059		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	97	5	12	251	251	0	3	369	369	253
Volume Left	81	4	12	0	0	0	3	0	0	0
Volume Right	14	1	0	0	0	0	0	0	0	253
cSH	366	433	693	1700	1700	1700	1059	1700	1700	1700
Volume to Capacity	0.27	0.01	0.02	0.15	0.15	0.00	0.00	0.22	0.22	0.15
Queue Length 95th (ft)	26	1	1	0	0	0	0	0	0	0
Control Delay (s)	18.3	13.4	10.3	0.0	0.0	0.0	8.4	0.0	0.0	0.0
Lane LOS	C	B	B				A			
Approach Delay (s)	18.3	13.4	0.2				0.0			
Approach LOS	C	B								

Intersection Summary			
Average Delay		1.2	
Intersection Capacity Utilization		30.3%	ICU Level of Service A
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	59	13	42	185	6	14	3	22	1	7	6
Future Volume (Veh/h)	5	59	13	42	185	6	14	3	22	1	7	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.85	0.85	0.85	0.89	0.89	0.89	0.85	0.85	0.85
Hourly flow rate (vph)	6	67	15	49	218	7	16	3	25	1	8	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	225			82			417	410	74	432	414	222
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	225			82			417	410	74	432	414	222
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			97			97	99	97	100	98	99
cM capacity (veh/h)	1344			1515			520	512	987	503	510	818

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	88	274	44	16
Volume Left	6	49	16	1
Volume Right	15	7	25	7
cSH	1344	1515	710	610
Volume to Capacity	0.00	0.03	0.06	0.03
Queue Length 95th (ft)	0	3	5	2
Control Delay (s)	0.6	1.6	10.4	11.1
Lane LOS	A	A	B	B
Approach Delay (s)	0.6	1.6	10.4	11.1
Approach LOS			B	B

Intersection Summary			
Average Delay		2.6	
Intersection Capacity Utilization		32.5%	ICU Level of Service	A
Analysis Period (min)		15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	23	22	13	534	706	72
Future Volume (Veh/h)	23	22	13	534	706	72
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	24	14	580	767	78
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1085	767	845			
vC1, stage 1 conf vol	767					
vC2, stage 2 conf vol	318					
vCu, unblocked vol	1085	767	845			
tC, single (s)	*4.5	*4.5	4.1			
tC, 2 stage (s)	3.5					
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	96	98			
cM capacity (veh/h)	623	580	787			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	49	14	290	290	767	78
Volume Left	25	14	0	0	0	0
Volume Right	24	0	0	0	0	78
cSH	601	787	1700	1700	1700	1700
Volume to Capacity	0.08	0.02	0.17	0.17	0.45	0.05
Queue Length 95th (ft)	7	1	0	0	0	0
Control Delay (s)	11.5	9.7	0.0	0.0	0.0	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	47.2%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	123	533	653	31	7	120
Future Volume (Veh/h)	123	533	653	31	7	120
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	134	579	710	34	8	130
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	744				1268	710
vC1, stage 1 conf vol					710	
vC2, stage 2 conf vol					558	
vCu, unblocked vol	744				1268	710
tC, single (s)	4.1				*5.0	*4.5
tC, 2 stage (s)					4.0	
tF (s)	2.2				3.5	3.3
p0 queue free %	84				98	79
cM capacity (veh/h)	859				489	608

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	134	290	290	710	34	138
Volume Left	134	0	0	0	0	8
Volume Right	0	0	0	0	34	130
cSH	859	1700	1700	1700	1700	600
Volume to Capacity	0.16	0.17	0.17	0.42	0.02	0.23
Queue Length 95th (ft)	14	0	0	0	0	22
Control Delay (s)	10.0	0.0	0.0	0.0	0.0	12.8
Lane LOS	A					B
Approach Delay (s)	1.9			0.0		12.8
Approach LOS						B

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	59.0%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	614	16	6	716	26	7	2	13	6	4	62
Future Volume (Veh/h)	78	614	16	6	716	26	7	2	13	6	4	62
Sign Control		Free			Free			Stop			Stop	
Grade		0%			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 (vph)	85	667	17	7	778	28	8	2	14	7	4	67
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh)		1			1							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	806			684			1318	1666	342	1310	1646	389
vC1, stage 1 conf vol							846	846		792	792	
vC2, stage 2 conf vol							472	820		518	854	
vCu, unblocked vol	806			684			1318	1666	342	1310	1646	389
tC, single (s)	4.1			4.1			*10.0	*10.0	*8.0	*2.5	*5.0	*2.5
tC, 2 stage (s)							9.0	9.0		1.5	4.0	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	90			99			93	97	98	99	99	93
cM capacity (veh/h)	814			905			110	58	591	727	314	985

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	85	445	239	7	389	389	28	24	78
Volume Left	85	0	0	7	0	0	0	8	7
Volume Right	0	0	17	0	0	0	28	14	67
cSH	814	1700	1700	905	1700	1700	1700	184	863
Volume to Capacity	0.10	0.26	0.14	0.01	0.23	0.23	0.02	0.13	0.09
Queue Length 95th (ft)	9	0	0	1	0	0	0	11	7
Control Delay (s)	9.9	0.0	0.0	9.0	0.0	0.0	0.0	27.5	9.6
Lane LOS	A			A				D	A
Approach Delay (s)	1.1			0.1				27.5	9.6
Approach LOS								D	A

Intersection Summary			
Average Delay		1.4	
Intersection Capacity Utilization		38.7%	ICU Level of Service
Analysis Period (min)		15	

* User Entered Value

Build Condition:
Road Diet
Both Directions
PM Peak

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	98	120	187	730	2041	364
Future Volume (Veh/h)	98	120	187	730	2041	364
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	107	130	203	793	2218	396
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		3				
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	3020	1109	2218			
vC1, stage 1 conf vol	2218					
vC2, stage 2 conf vol	802					
vCu, unblocked vol	3020	1109	2218			
tC, single (s)	*4.8	*5.0	4.1			
tC, 2 stage (s)	3.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	65	13			
cM capacity (veh/h)	57	371	232			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	237	203	396	396	1109	1109	396
Volume Left	107	203	0	0	0	0	0
Volume Right	130	0	0	0	0	0	396
cSH	110	232	1700	1700	1700	1700	1700
Volume to Capacity	2.16	0.87	0.23	0.23	0.65	0.65	0.23
Queue Length 95th (ft)	507	177	0	0	0	0	0
Control Delay (s)	615.4	75.3	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	F					
Approach Delay (s)	615.4	15.3			0.0		
Approach LOS	F						

Intersection Summary			
Average Delay		41.9	
Intersection Capacity Utilization		82.2%	ICU Level of Service E
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	105	76	85	838	1658	437
Future Volume (Veh/h)	105	76	85	838	1658	437
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	114	83	92	911	1802	475
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		2				
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2442	901	1802			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2442	901	1802			
tC, single (s)	*5.0	*4.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	86	73			
cM capacity (veh/h)	66	587	338			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	197	92	456	456	901	901	475
Volume Left	114	92	0	0	0	0	0
Volume Right	83	0	0	0	0	0	475
cSH	106	338	1700	1700	1700	1700	1700
Volume to Capacity	1.85	0.27	0.27	0.27	0.53	0.53	0.28
Queue Length 95th (ft)	399	27	0	0	0	0	0
Control Delay (s)	485.5	19.6	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	C					
Approach Delay (s)	485.5	1.8			0.0		
Approach LOS	F						

Intersection Summary			
Average Delay		28.0	
Intersection Capacity Utilization		66.4%	ICU Level of Service	C
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	1	14	0	12	0	19	795	0	0	1623	150
Future Volume (Veh/h)	91	1	14	0	12	0	19	795	0	0	1623	150
Sign Control		Stop			Stop			Free			Free	
Grade		0%			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 (vph)	99	1	15	0	13	0	21	864	0	0	1764	163
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			None	
Median storage veh)								1				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2244	2670	882	1804	2833	432	1927			864		
vC1, stage 1 conf vol	1764	1764		906	906							
vC2, stage 2 conf vol	480	906		898	1927							
vCu, unblocked vol	2244	2670	882	1804	2833	432	1927			864		
tC, single (s)	*4.0	*4.0	*4.0	7.5	*4.0	*4.0	4.1			4.1		
tC, 2 stage (s)	3.0	3.0		6.5	3.0							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	72	100	97	100	95	100	93			100		
cM capacity (veh/h)	357	305	595	146	279	813	302			774		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	100	15	13	21	432	432	882	882	163
Volume Left	99	0	0	21	0	0	0	0	0
Volume Right	0	15	0	0	0	0	0	0	163
cSH	356	595	279	302	1700	1700	1700	1700	1700
Volume to Capacity	0.28	0.03	0.05	0.07	0.25	0.25	0.52	0.52	0.10
Queue Length 95th (ft)	28	2	4	6	0	0	0	0	0
Control Delay (s)	19.0	11.2	18.5	17.8	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	B	C	C					
Approach Delay (s)	18.0		18.5	0.4			0.0		
Approach LOS	C		C						

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization		63.3%	ICU Level of Service	B
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	77	3	4	589	1013	374
Future Volume (Veh/h)	77	3	4	589	1013	374
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.93	0.93	0.92	0.92
Hourly flow rate (vph)	91	4	4	633	1101	407
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1426	1101	1508			
vC1, stage 1 conf vol	1101					
vC2, stage 2 conf vol	324					
vCu, unblocked vol	1426	1101	1508			
tC, single (s)	*6.5	6.9	4.1			
tC, 2 stage (s)	5.5					
tF (s)	*3.3	3.3	2.2			
p0 queue free %	70	98	99			
cM capacity (veh/h)	304	207	440			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	95	4	316	316	1101	407
Volume Left	91	4	0	0	0	0
Volume Right	4	0	0	0	0	407
cSH	299	440	1700	1700	1700	1700
Volume to Capacity	0.32	0.01	0.19	0.19	0.65	0.24
Queue Length 95th (ft)	33	1	0	0	0	0
Control Delay (s)	22.6	13.3	0.0	0.0	0.0	0.0
Lane LOS	C	B				
Approach Delay (s)	22.6	0.1			0.0	
Approach LOS	C					

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	31	10	5	524	836	124
Future Volume (Veh/h)	31	10	5	524	836	124
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.95	0.95	0.87	0.87
Hourly flow rate (vph)	36	12	5	552	961	143
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1247	961	1104			
vC1, stage 1 conf vol	961					
vC2, stage 2 conf vol	286					
vCu, unblocked vol	1247	961	1104			
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 %	89	95	99			
cM capacity (veh/h)	314	256	628			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	48	5	276	276	961	143
Volume Left	36	5	0	0	0	0
Volume Right	12	0	0	0	0	143
cSH	297	628	1700	1700	1700	1700
Volume to Capacity	0.16	0.01	0.16	0.16	0.57	0.08
Queue Length 95th (ft)	14	1	0	0	0	0
Control Delay (s)	19.4	10.8	0.0	0.0	0.0	0.0
Lane LOS	C	B				
Approach Delay (s)	19.4	0.1			0.0	
Approach LOS	C					

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	54.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	5	1	1	3	2	3
Future Volume (vph)	5	1	1	3	2	3
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	6	1	1	4	2	4

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	7	5	6
Volume Left (vph)	6	1	0
Volume Right (vph)	1	0	4
Hadj (s)	0.12	0.07	-0.37
Departure Headway (s)	4.0	4.0	3.6
Degree Utilization, x	0.01	0.01	0.01
Capacity (veh/h)	882	896	1005
Control Delay (s)	7.1	7.0	6.6
Approach Delay (s)	7.1	7.0	6.6
Approach LOS	A	A	A

Intersection Summary			
Delay	6.9		
Level of Service	A		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	2	12	3	0	1	11	457	0	3	642	220
Future Volume (Veh/h)	69	2	12	3	0	1	11	457	0	3	642	220
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.91	0.91	0.91	0.87	0.87	0.87
Hourly flow rate (vph)	81	2	14	4	0	1	12	502	0	3	738	253
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			None	
Median storage veh)								1				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1020	1270	369	916	1523	251	991			502		
vC1, stage 1 conf vol	744	744		526	526							
vC2, stage 2 conf vol	276	526		390	997							
vCu, unblocked vol	1020	1270	369	916	1523	251	991			502		
tC, single (s)	*7.0	6.5	6.9	*7.0	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.0	5.5		6.0	5.5							
tF (s)	*3.3	4.0	3.3	*3.3	4.0	3.3	2.2			2.2		
p0 queue free %	76	99	98	99	100	100	98			100		
cM capacity (veh/h)	344	284	628	392	224	749	693			1059		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	97	5	12	251	251	0	3	369	369	253
Volume Left	81	4	12	0	0	0	3	0	0	0
Volume Right	14	1	0	0	0	0	0	0	0	253
cSH	366	433	693	1700	1700	1700	1059	1700	1700	1700
Volume to Capacity	0.27	0.01	0.02	0.15	0.15	0.00	0.00	0.22	0.22	0.15
Queue Length 95th (ft)	26	1	1	0	0	0	0	0	0	0
Control Delay (s)	18.3	13.4	10.3	0.0	0.0	0.0	8.4	0.0	0.0	0.0
Lane LOS	C	B	B				A			
Approach Delay (s)	18.3	13.4	0.2				0.0			
Approach LOS	C	B								

Intersection Summary			
Average Delay		1.2	
Intersection Capacity Utilization		30.3%	ICU Level of Service A
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	59	13	42	185	6	14	3	22	1	7	6
Future Volume (Veh/h)	5	59	13	42	185	6	14	3	22	1	7	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.85	0.85	0.85	0.89	0.89	0.89	0.85	0.85	0.85
Hourly flow rate (vph)	6	67	15	49	218	7	16	3	25	1	8	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	225			82			417	410	74	432	414	222
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	225			82			417	410	74	432	414	222
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			97			97	99	97	100	98	99
cM capacity (veh/h)	1344			1515			520	512	987	503	510	818

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	88	274	44	16
Volume Left	6	49	16	1
Volume Right	15	7	25	7
cSH	1344	1515	710	610
Volume to Capacity	0.00	0.03	0.06	0.03
Queue Length 95th (ft)	0	3	5	2
Control Delay (s)	0.6	1.6	10.4	11.1
Lane LOS	A	A	B	B
Approach Delay (s)	0.6	1.6	10.4	11.1
Approach LOS			B	B

Intersection Summary			
Average Delay		2.6	
Intersection Capacity Utilization		32.5%	ICU Level of Service	A
Analysis Period (min)		15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	23	22	13	534	706	72
Future Volume (Veh/h)	23	22	13	534	706	72
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	24	14	580	767	78
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1085	767	845			
vC1, stage 1 conf vol	767					
vC2, stage 2 conf vol	318					
vCu, unblocked vol	1085	767	845			
tC, single (s)	*4.5	*4.5	4.1			
tC, 2 stage (s)	3.5					
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	96	98			
cM capacity (veh/h)	623	580	787			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	49	14	290	290	767	78
Volume Left	25	14	0	0	0	0
Volume Right	24	0	0	0	0	78
cSH	601	787	1700	1700	1700	1700
Volume to Capacity	0.08	0.02	0.17	0.17	0.45	0.05
Queue Length 95th (ft)	7	1	0	0	0	0
Control Delay (s)	11.5	9.7	0.0	0.0	0.0	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	47.2%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	123	533	653	31	7	120
Future Volume (Veh/h)	123	533	653	31	7	120
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	134	579	710	34	8	130
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	744				1268	710
vC1, stage 1 conf vol					710	
vC2, stage 2 conf vol					558	
vCu, unblocked vol	744				1268	710
tC, single (s)	4.1				*5.0	*4.5
tC, 2 stage (s)					4.0	
tF (s)	2.2				3.5	3.3
p0 queue free %	84				98	79
cM capacity (veh/h)	859				489	608

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	134	290	290	710	34	138
Volume Left	134	0	0	0	0	8
Volume Right	0	0	0	0	34	130
cSH	859	1700	1700	1700	1700	600
Volume to Capacity	0.16	0.17	0.17	0.42	0.02	0.23
Queue Length 95th (ft)	14	0	0	0	0	22
Control Delay (s)	10.0	0.0	0.0	0.0	0.0	12.8
Lane LOS	A					B
Approach Delay (s)	1.9			0.0		12.8
Approach LOS						B

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	59.0%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	614	16	6	716	26	7	2	13	6	4	62
Future Volume (Veh/h)	78	614	16	6	716	26	7	2	13	6	4	62
Sign Control		Free			Free			Stop			Stop	
Grade		0%			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 (vph)	85	667	17	7	778	28	8	2	14	7	4	67
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh)		1			1							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	806			684			1318	1666	342	1310	1646	389
vC1, stage 1 conf vol							846	846		792	792	
vC2, stage 2 conf vol							472	820		518	854	
vCu, unblocked vol	806			684			1318	1666	342	1310	1646	389
tC, single (s)	4.1			4.1			*10.0	*10.0	*8.0	*2.5	*5.0	*2.5
tC, 2 stage (s)							9.0	9.0		1.5	4.0	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	90			99			93	97	98	99	99	93
cM capacity (veh/h)	814			905			110	58	591	727	314	985

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	85	445	239	7	389	389	28	24	78
Volume Left	85	0	0	7	0	0	0	8	7
Volume Right	0	0	17	0	0	0	28	14	67
cSH	814	1700	1700	905	1700	1700	1700	184	863
Volume to Capacity	0.10	0.26	0.14	0.01	0.23	0.23	0.02	0.13	0.09
Queue Length 95th (ft)	9	0	0	1	0	0	0	11	7
Control Delay (s)	9.9	0.0	0.0	9.0	0.0	0.0	0.0	27.5	9.6
Lane LOS	A			A				D	A
Approach Delay (s)	1.1			0.1				27.5	9.6
Approach LOS								D	A

Intersection Summary			
Average Delay		1.4	
Intersection Capacity Utilization		38.7%	ICU Level of Service
Analysis Period (min)		15	

* User Entered Value

Build Condition:
Left Turn
Restriction at
Belle Haven Rd
AM Peak

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	277	288	1710	635	98
Future Volume (Veh/h)	0	277	288	1710	635	98
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	301	313	1859	690	107
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2246	345	690			
vC1, stage 1 conf vol	690					
vC2, stage 2 conf vol	1556					
vCu, unblocked vol	2246	345	690			
tC, single (s)	*4.8	*5.0	4.1			
tC, 2 stage (s)	3.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	62	65			
cM capacity (veh/h)	195	784	900			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	301	313	930	930	345	345	107
Volume Left	0	313	0	0	0	0	0
Volume Right	301	0	0	0	0	0	107
cSH	784	900	1700	1700	1700	1700	1700
Volume to Capacity	0.38	0.35	0.55	0.55	0.20	0.20	0.06
Queue Length 95th (ft)	45	39	0	0	0	0	0
Control Delay (s)	12.4	11.1	0.0	0.0	0.0	0.0	0.0
Lane LOS	B	B					
Approach Delay (s)	12.4	1.6			0.0		
Approach LOS	B						

Intersection Summary			
Average Delay		2.2	
Intersection Capacity Utilization		50.6%	ICU Level of Service A
Analysis Period (min)		15	

* User Entered Value

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	2	3	1825	2	170	3	739
Future Volume (Veh/h)	2	3	1825	2	170	3	739
Sign Control	Stop		Free				Free
Grade	0%		0%				0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	3	1984	2	0	3	803
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					0.00		
vC, conflicting volume	2392	992			0	1984	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	2392	992			0	1984	
tC, single (s)	6.8	6.9			0.0	4.1	
tC, 2 stage (s)							
tF (s)	3.5	3.3			0.0	2.2	
p0 queue free %	93	99			0	99	
cM capacity (veh/h)	28	244			0	287	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	2	3	992	992	2	3	402	402
Volume Left	2	0	0	0	0	3	0	0
Volume Right	0	3	0	0	2	0	0	0
cSH	28	244	1700	1700	1700	287	1700	1700
Volume to Capacity	0.07	0.01	0.58	0.58	0.00	0.01	0.24	0.24
Queue Length 95th (ft)	5	1	0	0	0	1	0	0
Control Delay (s)	144.0	19.9	0.0	0.0	0.0	17.7	0.0	0.0
Lane LOS	F	C				C		
Approach Delay (s)	69.6		0.0			0.1		
Approach LOS	F							

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	73.4%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	121	48	46	1704	642	93
Future Volume (Veh/h)	121	48	46	1704	642	93
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	132	52	50	1852	698	101
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		2				
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1724	349	698			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1724	349	698			
tC, single (s)	*5.0	*4.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	28	94	94			
cM capacity (veh/h)	182	861	894			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	184	50	926	926	349	349	101
Volume Left	132	50	0	0	0	0	0
Volume Right	52	0	0	0	0	0	101
cSH	248	894	1700	1700	1700	1700	1700
Volume to Capacity	0.74	0.06	0.54	0.54	0.21	0.21	0.06
Queue Length 95th (ft)	131	4	0	0	0	0	0
Control Delay (s)	52.4	9.3	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	A					
Approach Delay (s)	52.4	0.2			0.0		
Approach LOS	F						

Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	60.5%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	17	9	0	1	1	6	1562	0	0	648	35
Future Volume (Veh/h)	222	17	9	0	1	1	6	1562	0	0	648	35
Sign Control		Stop			Stop			Free			Free	
Grade		0%			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 (vph)	241	18	10	0	1	1	7	1698	0	0	704	38
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			None	
Median storage veh)								1				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1568	2416	352	2083	2454	849	742			1698		
vC1, stage 1 conf vol	704	704		1712	1712							
vC2, stage 2 conf vol	864	1712		371	742							
vCu, unblocked vol	1568	2416	352	2083	2454	849	742			1698		
tC, single (s)	*4.0	*4.0	*4.0	7.5	*4.0	*4.0	4.1			4.1		
tC, 2 stage (s)	3.0	3.0		6.5	3.0							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	52	95	99	100	100	100	99			100		
cM capacity (veh/h)	503	338	859	79	334	609	861			371		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	259	10	2	7	849	849	352	352	38
Volume Left	241	0	0	7	0	0	0	0	0
Volume Right	0	10	1	0	0	0	0	0	38
cSH	486	859	431	861	1700	1700	1700	1700	1700
Volume to Capacity	0.53	0.01	0.00	0.01	0.50	0.50	0.21	0.21	0.02
Queue Length 95th (ft)	77	1	0	1	0	0	0	0	0
Control Delay (s)	20.5	9.2	13.4	9.2	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	A	B	A					
Approach Delay (s)	20.1		13.4	0.0			0.0		
Approach LOS	C		B						

Intersection Summary			
Average Delay		2.0	
Intersection Capacity Utilization		69.7%	ICU Level of Service	C
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	143	3	3	1441	434	104
Future Volume (Veh/h)	143	3	3	1441	434	104
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.93	0.93	0.92	0.92
Hourly flow rate (vph)	168	4	3	1549	472	113
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	1252	236	585			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1252	236	585			
tC, single (s)	*6.5	6.9	4.1			
tC, 2 stage (s)						
tF (s)	*3.3	3.3	2.2			
p0 queue free %	12	99	100			
cM capacity (veh/h)	191	766	986			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	172	519	1033	236	236	113
Volume Left	168	3	0	0	0	0
Volume Right	4	0	0	0	0	113
cSH	194	986	1700	1700	1700	1700
Volume to Capacity	0.89	0.00	0.61	0.14	0.14	0.07
Queue Length 95th (ft)	169	0	0	0	0	0
Control Delay (s)	87.8	0.1	0.0	0.0	0.0	0.0
Lane LOS	F	A				
Approach Delay (s)	87.8	0.0		0.0		
Approach LOS	F					

Intersection Summary			
Average Delay		6.6	
Intersection Capacity Utilization		56.7%	ICU Level of Service B
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	118	11	4	1145	426	28
Future Volume (Veh/h)	118	11	4	1145	426	28
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.93	0.93	0.92	0.92
Hourly flow rate (vph)	139	13	4	1231	463	30
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	1086	232	493			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1086	232	493			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	34	98	100			
cM capacity (veh/h)	210	771	1067			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	152	414	821	232	232	30
Volume Left	139	4	0	0	0	0
Volume Right	13	0	0	0	0	30
cSH	224	1067	1700	1700	1700	1700
Volume to Capacity	0.68	0.00	0.48	0.14	0.14	0.02
Queue Length 95th (ft)	107	0	0	0	0	0
Control Delay (s)	49.5	0.1	0.0	0.0	0.0	0.0
Lane LOS	E	A				
Approach Delay (s)	49.5	0.0		0.0		
Approach LOS	E					

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	48.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	5	0	0	0	0	3
Future Volume (vph)	5	0	0	0	0	3
Peak Hour Factor	0.85	0.92	0.92	0.92	0.92	0.85
Hourly flow rate (vph)	6	0	0	0	0	4

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	6	0	4
Volume Left (vph)	6	0	0
Volume Right (vph)	0	0	4
Hadj (s)	0.23	0.00	-0.57
Departure Headway (s)	4.1	3.9	3.3
Degree Utilization, x	0.01	0.00	0.00
Capacity (veh/h)	862	913	1067
Control Delay (s)	7.2	6.9	6.4
Approach Delay (s)	7.2	0.0	6.4
Approach LOS	A	A	A

Intersection Summary			
Delay	6.8		
Level of Service	A		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	344	3	9	2	1	0	2	823	1	2	265	52
Future Volume (Veh/h)	344	3	9	2	1	0	2	823	1	2	265	52
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.85	0.85	0.85	0.90	0.90	0.90	0.85	0.85	0.85
Hourly flow rate (vph)	374	3	10	2	1	0	2	914	1	2	312	61
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			None	
Median storage veh)								1				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	778	1235	156	1090	1295	457	373			915		
vC1, stage 1 conf vol	316	316		918	918							
vC2, stage 2 conf vol	462	919		172	377							
vCu, unblocked vol	778	1235	156	1090	1295	457	373			915		
tC, single (s)	*7.0	6.5	6.9	*7.0	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.0	5.5		6.0	5.5							
tF (s)	*3.3	4.0	3.3	*3.3	4.0	3.3	2.2			2.2		
p0 queue free %	18	99	99	99	100	100	100			100		
cM capacity (veh/h)	457	274	862	294	267	551	1182			741		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	387	3	2	457	457	1	2	156	156	61
Volume Left	374	2	2	0	0	0	2	0	0	0
Volume Right	10	0	0	0	0	1	0	0	0	61
cSH	460	285	1182	1700	1700	1700	741	1700	1700	1700
Volume to Capacity	0.84	0.01	0.00	0.27	0.27	0.00	0.00	0.09	0.09	0.04
Queue Length 95th (ft)	208	1	0	0	0	0	0	0	0	0
Control Delay (s)	42.3	17.8	8.1	0.0	0.0	0.0	9.9	0.0	0.0	0.0
Lane LOS	E	C	A				A			
Approach Delay (s)	42.3	17.8	0.0				0.1			
Approach LOS	E	C								

Intersection Summary			
Average Delay		9.8	
Intersection Capacity Utilization		55.8%	ICU Level of Service	B
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	294	4	13	49	0	18	3	57	2	2	2
Future Volume (Veh/h)	21	294	4	13	49	0	18	3	57	2	2	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	23	327	4	15	58	0	21	4	67	2	2	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	58			331			466	463	329	532	465	58
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	58			331			466	463	329	532	465	58
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 %	99			99			96	99	91	100	100	100
cM capacity (veh/h)	1546			1228			494	483	712	404	481	1008

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	354	73	92	6
Volume Left	23	15	21	2
Volume Right	4	0	67	2
cSH	1546	1228	635	541
Volume to Capacity	0.01	0.01	0.14	0.01
Queue Length 95th (ft)	1	1	13	1
Control Delay (s)	0.6	1.7	11.6	11.7
Lane LOS	A	A	B	B
Approach Delay (s)	0.6	1.7	11.6	11.7
Approach LOS			B	B

Intersection Summary			
Average Delay		2.8	
Intersection Capacity Utilization		30.4%	ICU Level of Service	A
Analysis Period (min)		15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	131	25	12	650	398	17
Future Volume (Veh/h)	131	25	12	650	398	17
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	142	27	13	707	433	18
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	812	216	451			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	812	216	451			
tC, single (s)	*7.2	*7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	51	97	99			
cM capacity (veh/h)	288	785	1106			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	169	249	471	216	216	18
Volume Left	142	13	0	0	0	0
Volume Right	27	0	0	0	0	18
cSH	321	1106	1700	1700	1700	1700
Volume to Capacity	0.53	0.01	0.28	0.13	0.13	0.01
Queue Length 95th (ft)	72	1	0	0	0	0
Control Delay (s)	28.0	0.5	0.0	0.0	0.0	0.0
Lane LOS	D	A				
Approach Delay (s)	28.0	0.2		0.0		
Approach LOS	D					

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	41.9%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	122	562	417	7	40	127
Future Volume (Veh/h)	122	562	417	7	40	127
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	133	611	453	8	43	138
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	461				1024	226
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	461				1024	226
tC, single (s)	4.1				*3.0	*3.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	88				93	86
cM capacity (veh/h)	1096				606	995

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	SB 1
Volume Total	337	407	226	226	8	181
Volume Left	133	0	0	0	0	43
Volume Right	0	0	0	0	8	138
cSH	1096	1700	1700	1700	1700	863
Volume to Capacity	0.12	0.24	0.13	0.13	0.00	0.21
Queue Length 95th (ft)	10	0	0	0	0	20
Control Delay (s)	4.2	0.0	0.0	0.0	0.0	10.3
Lane LOS	A					B
Approach Delay (s)	1.9		0.0			10.3
Approach LOS						B

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	50.6%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	635	5	3	539	6	3	1	3	45	2	72
Future Volume (Veh/h)	33	635	5	3	539	6	3	1	3	45	2	72
Sign Control		Free			Free			Stop			Stop	
Grade		0%			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 (vph)	36	690	5	3	586	7	3	1	3	49	2	78
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh)		1			1							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	593			695			1142	1364	348	1012	1359	293
vC1, stage 1 conf vol							764	764		592	592	
vC2, stage 2 conf vol							378	599		420	767	
vCu, unblocked vol	593			695			1142	1364	348	1012	1359	293
tC, single (s)	4.1			4.1			*10.0	*10.0	*8.0	*2.5	*5.0	*2.5
tC, 2 stage (s)							9.0	9.0		1.5	4.0	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			100			98	99	99	94	99	92
cM capacity (veh/h)	979			897			150	113	585	814	381	1010

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	36	460	235	3	293	293	7	7	129
Volume Left	36	0	0	3	0	0	0	3	49
Volume Right	0	0	5	0	0	0	7	3	78
cSH	979	1700	1700	897	1700	1700	1700	206	904
Volume to Capacity	0.04	0.27	0.14	0.00	0.17	0.17	0.00	0.03	0.14
Queue Length 95th (ft)	3	0	0	0	0	0	0	3	12
Control Delay (s)	8.8	0.0	0.0	9.0	0.0	0.0	0.0	23.1	9.6
Lane LOS	A			A				C	A
Approach Delay (s)	0.4			0.0				23.1	9.6
Approach LOS								C	A

Intersection Summary			
Average Delay		1.2	
Intersection Capacity Utilization		39.7%	ICU Level of Service
Analysis Period (min)		15	

* User Entered Value

Build Condition:
Left Turn
Restriction at
Belle Haven Rd
PM Peak

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	218	187	816	2041	364
Future Volume (Veh/h)	0	218	187	816	2041	364
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	237	203	887	2218	396
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	3068	1109	2218			
vC1, stage 1 conf vol	2218					
vC2, stage 2 conf vol	850					
vCu, unblocked vol	3068	1109	2218			
tC, single (s)	*4.8	*5.0	4.1			
tC, 2 stage (s)	3.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	36	13			
cM capacity (veh/h)	56	371	232			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	237	203	444	444	1109	1109	396
Volume Left	0	203	0	0	0	0	0
Volume Right	237	0	0	0	0	0	396
cSH	371	232	1700	1700	1700	1700	1700
Volume to Capacity	0.64	0.87	0.26	0.26	0.65	0.65	0.23
Queue Length 95th (ft)	106	177	0	0	0	0	0
Control Delay (s)	30.3	75.3	0.0	0.0	0.0	0.0	0.0
Lane LOS	D	F					
Approach Delay (s)	30.3	14.0			0.0		
Approach LOS	D						

Intersection Summary			
Average Delay	5.7		
Intersection Capacity Utilization	76.6%	ICU Level of Service	D
Analysis Period (min)	15		

* User Entered Value

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	2	3	902	2	98	3	2158
Future Volume (Veh/h)	2	3	902	2	98	3	2158
Sign Control	Stop		Free				Free
Grade	0%		0%				0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	3	980	2	0	3	2346
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					0.00		
vC, conflicting volume	2159	490			0	980	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	2159	490			0	980	
tC, single (s)	6.8	6.9			0.0	4.1	
tC, 2 stage (s)							
tF (s)	3.5	3.3			0.0	2.2	
p0 queue free %	95	99			0	100	
cM capacity (veh/h)	40	524			0	700	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	2	3	490	490	2	3	1173	1173
Volume Left	2	0	0	0	0	3	0	0
Volume Right	0	3	0	0	2	0	0	0
cSH	40	524	1700	1700	1700	700	1700	1700
Volume to Capacity	0.05	0.01	0.29	0.29	0.00	0.00	0.69	0.69
Queue Length 95th (ft)	4	0	0	0	0	0	0	0
Control Delay (s)	98.6	11.9	0.0	0.0	0.0	10.2	0.0	0.0
Lane LOS	F	B				B		
Approach Delay (s)	46.6		0.0			0.0		
Approach LOS	E							

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	69.7%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	105	76	85	838	1658	437
Future Volume (Veh/h)	105	76	85	838	1658	437
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	114	83	92	911	1802	475
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		2				
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2442	901	1802			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2442	901	1802			
tC, single (s)	*5.0	*4.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	86	73			
cM capacity (veh/h)	66	587	338			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	197	92	456	456	901	901	475
Volume Left	114	92	0	0	0	0	0
Volume Right	83	0	0	0	0	0	475
cSH	106	338	1700	1700	1700	1700	1700
Volume to Capacity	1.85	0.27	0.27	0.27	0.53	0.53	0.28
Queue Length 95th (ft)	399	27	0	0	0	0	0
Control Delay (s)	485.5	19.6	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	C					
Approach Delay (s)	485.5	1.8			0.0		
Approach LOS	F						

Intersection Summary			
Average Delay		28.0	
Intersection Capacity Utilization		66.4%	ICU Level of Service	C
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	1	14	0	12	0	19	795	0	0	1623	150
Future Volume (Veh/h)	91	1	14	0	12	0	19	795	0	0	1623	150
Sign Control		Stop			Stop			Free			Free	
Grade		0%			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 (vph)	99	1	15	0	13	0	21	864	0	0	1764	163
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			None	
Median storage veh)								1				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2244	2670	882	1804	2833	432	1927			864		
vC1, stage 1 conf vol	1764	1764		906	906							
vC2, stage 2 conf vol	480	906		898	1927							
vCu, unblocked vol	2244	2670	882	1804	2833	432	1927			864		
tC, single (s)	*4.0	*4.0	*4.0	7.5	*4.0	*4.0	4.1			4.1		
tC, 2 stage (s)	3.0	3.0		6.5	3.0							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	72	100	97	100	95	100	93			100		
cM capacity (veh/h)	357	305	595	146	279	813	302			774		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	100	15	13	21	432	432	882	882	163
Volume Left	99	0	0	21	0	0	0	0	0
Volume Right	0	15	0	0	0	0	0	0	163
cSH	356	595	279	302	1700	1700	1700	1700	1700
Volume to Capacity	0.28	0.03	0.05	0.07	0.25	0.25	0.52	0.52	0.10
Queue Length 95th (ft)	28	2	4	6	0	0	0	0	0
Control Delay (s)	19.0	11.2	18.5	17.8	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	B	C	C					
Approach Delay (s)	18.0		18.5	0.4			0.0		
Approach LOS	C		C						

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization		63.3%	ICU Level of Service	B
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	77	3	4	589	1013	374
Future Volume (Veh/h)	77	3	4	589	1013	374
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.93	0.93	0.92	0.92
Hourly flow rate (vph)	91	4	4	633	1101	407
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	1426	550	1508			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1426	550	1508			
tC, single (s)	*6.5	6.9	4.1			
tC, 2 stage (s)						
tF (s)	*3.3	3.3	2.2			
p0 queue free %	38	99	99			
cM capacity (veh/h)	148	478	440			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	95	215	422	550	550	407
Volume Left	91	4	0	0	0	0
Volume Right	4	0	0	0	0	407
cSH	152	440	1700	1700	1700	1700
Volume to Capacity	0.62	0.01	0.25	0.32	0.32	0.24
Queue Length 95th (ft)	85	1	0	0	0	0
Control Delay (s)	61.6	0.4	0.0	0.0	0.0	0.0
Lane LOS	F	A				
Approach Delay (s)	61.6	0.1		0.0		
Approach LOS	F					

Intersection Summary			
Average Delay		2.6	
Intersection Capacity Utilization		46.2%	ICU Level of Service A
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	31	10	5	524	836	124
Future Volume (Veh/h)	31	10	5	524	836	124
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.95	0.95	0.87	0.87
Hourly flow rate (vph)	36	12	5	552	961	143
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	1247	480	1104			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1247	480	1104			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	78	98	99			
cM capacity (veh/h)	164	532	628			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	48	189	368	480	480	143
Volume Left	36	5	0	0	0	0
Volume Right	12	0	0	0	0	143
cSH	199	628	1700	1700	1700	1700
Volume to Capacity	0.24	0.01	0.22	0.28	0.28	0.08
Queue Length 95th (ft)	23	1	0	0	0	0
Control Delay (s)	28.8	0.4	0.0	0.0	0.0	0.0
Lane LOS	D	A				
Approach Delay (s)	28.8	0.1		0.0		
Approach LOS	D					

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization		33.1%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	5	1	1	3	2	3
Future Volume (vph)	5	1	1	3	2	3
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	6	1	1	4	2	4

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	7	5	6
Volume Left (vph)	6	1	0
Volume Right (vph)	1	0	4
Hadj (s)	0.12	0.07	-0.37
Departure Headway (s)	4.0	4.0	3.6
Degree Utilization, x	0.01	0.01	0.01
Capacity (veh/h)	882	896	1005
Control Delay (s)	7.1	7.0	6.6
Approach Delay (s)	7.1	7.0	6.6
Approach LOS	A	A	A

Intersection Summary			
Delay	6.9		
Level of Service	A		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	2	12	3	0	1	11	457	0	3	642	220
Future Volume (Veh/h)	69	2	12	3	0	1	11	457	0	3	642	220
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.91	0.91	0.91	0.87	0.87	0.87
Hourly flow rate (vph)	81	2	14	4	0	1	12	502	0	3	738	253
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			None	
Median storage veh)								1				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1020	1270	369	916	1523	251	991			502		
vC1, stage 1 conf vol	744	744		526	526							
vC2, stage 2 conf vol	276	526		390	997							
vCu, unblocked vol	1020	1270	369	916	1523	251	991			502		
tC, single (s)	*7.0	6.5	6.9	*7.0	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.0	5.5		6.0	5.5							
tF (s)	*3.3	4.0	3.3	*3.3	4.0	3.3	2.2			2.2		
p0 queue free %	76	99	98	99	100	100	98			100		
cM capacity (veh/h)	344	284	628	392	224	749	693			1059		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	97	5	12	251	251	0	3	369	369	253
Volume Left	81	4	12	0	0	0	3	0	0	0
Volume Right	14	1	0	0	0	0	0	0	0	253
cSH	366	433	693	1700	1700	1700	1059	1700	1700	1700
Volume to Capacity	0.27	0.01	0.02	0.15	0.15	0.00	0.00	0.22	0.22	0.15
Queue Length 95th (ft)	26	1	1	0	0	0	0	0	0	0
Control Delay (s)	18.3	13.4	10.3	0.0	0.0	0.0	8.4	0.0	0.0	0.0
Lane LOS	C	B	B				A			
Approach Delay (s)	18.3	13.4	0.2				0.0			
Approach LOS	C	B								

Intersection Summary			
Average Delay		1.2	
Intersection Capacity Utilization		30.3%	ICU Level of Service A
Analysis Period (min)		15	

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	59	13	42	185	6	14	3	22	1	7	6
Future Volume (Veh/h)	5	59	13	42	185	6	14	3	22	1	7	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.85	0.85	0.85	0.89	0.89	0.89	0.85	0.85	0.85
Hourly flow rate (vph)	6	67	15	49	218	7	16	3	25	1	8	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	225			82			417	410	74	432	414	222
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	225			82			417	410	74	432	414	222
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			97			97	99	97	100	98	99
cM capacity (veh/h)	1344			1515			520	512	987	503	510	818

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	88	274	44	16
Volume Left	6	49	16	1
Volume Right	15	7	25	7
cSH	1344	1515	710	610
Volume to Capacity	0.00	0.03	0.06	0.03
Queue Length 95th (ft)	0	3	5	2
Control Delay (s)	0.6	1.6	10.4	11.1
Lane LOS	A	A	B	B
Approach Delay (s)	0.6	1.6	10.4	11.1
Approach LOS			B	B

Intersection Summary			
Average Delay		2.6	
Intersection Capacity Utilization		32.5%	ICU Level of Service	A
Analysis Period (min)		15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	23	22	13	534	706	72
Future Volume (Veh/h)	23	22	13	534	706	72
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	24	14	580	767	78
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1085	384	845			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1085	384	845			
tC, single (s)	*7.2	*7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	87	96	98			
cM capacity (veh/h)	186	611	787			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	49	207	387	384	384	78
Volume Left	25	14	0	0	0	0
Volume Right	24	0	0	0	0	78
cSH	282	787	1700	1700	1700	1700
Volume to Capacity	0.17	0.02	0.23	0.23	0.23	0.05
Queue Length 95th (ft)	15	1	0	0	0	0
Control Delay (s)	20.4	0.8	0.0	0.0	0.0	0.0
Lane LOS	C	A				
Approach Delay (s)	20.4	0.3		0.0		
Approach LOS	C					

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	34.1%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	123	533	653	31	7	120
Future Volume (Veh/h)	123	533	653	31	7	120
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	134	579	710	34	8	130
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	744				1268	355
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	744				1268	355
tC, single (s)	4.1				*3.0	*3.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	84				98	86
cM capacity (veh/h)	859				524	946

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	SB 1
Volume Total	327	386	355	355	34	138
Volume Left	134	0	0	0	0	8
Volume Right	0	0	0	0	34	130
cSH	859	1700	1700	1700	1700	904
Volume to Capacity	0.16	0.23	0.21	0.21	0.02	0.15
Queue Length 95th (ft)	14	0	0	0	0	13
Control Delay (s)	5.1	0.0	0.0	0.0	0.0	9.7
Lane LOS	A					A
Approach Delay (s)	2.3		0.0			9.7
Approach LOS						A

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	54.2%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	614	16	6	716	26	7	2	13	6	4	62
Future Volume (Veh/h)	78	614	16	6	716	26	7	2	13	6	4	62
Sign Control		Free			Free			Stop			Stop	
Grade		0%			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 (vph)	85	667	17	7	778	28	8	2	14	7	4	67
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh)		1			1							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	806			684			1318	1666	342	1310	1646	389
vC1, stage 1 conf vol							846	846		792	792	
vC2, stage 2 conf vol							472	820		518	854	
vCu, unblocked vol	806			684			1318	1666	342	1310	1646	389
tC, single (s)	4.1			4.1			*10.0	*10.0	*8.0	*2.5	*5.0	*2.5
tC, 2 stage (s)							9.0	9.0		1.5	4.0	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	90			99			93	97	98	99	99	93
cM capacity (veh/h)	814			905			110	58	591	727	314	985

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	85	445	239	7	389	389	28	24	78
Volume Left	85	0	0	7	0	0	0	8	7
Volume Right	0	0	17	0	0	0	28	14	67
cSH	814	1700	1700	905	1700	1700	1700	184	863
Volume to Capacity	0.10	0.26	0.14	0.01	0.23	0.23	0.02	0.13	0.09
Queue Length 95th (ft)	9	0	0	1	0	0	0	11	7
Control Delay (s)	9.9	0.0	0.0	9.0	0.0	0.0	0.0	27.5	9.6
Lane LOS	A			A				D	A
Approach Delay (s)	1.1			0.1				27.5	9.6
Approach LOS								D	A

Intersection Summary			
Average Delay		1.4	
Intersection Capacity Utilization		38.7%	ICU Level of Service
Analysis Period (min)		15	

* User Entered Value