

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	1080	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	0.612	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

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	0.1				

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	10		

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					

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			

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	
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						

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		

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					

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</				

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					

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			

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	1			

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					

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

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

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				

						
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			

												
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)												

						
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			TWLT	TWLT		
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,						

						
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				

						
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)												

						
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			TWLT	TWLT		
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	</		

										
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					

Build Condition:
Road Diet
SB Direction
AM Peak

						
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	</		

Build Condition:
Road Diet
Both Directions
AM Peak

Build Condition:
Road Diet
NB Direction
PM Peak

