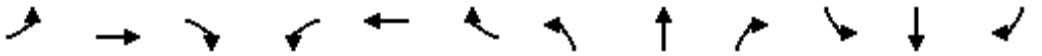
# Appendix N
# Future Level of Service with Recommended Changes to Access

# Intersection LOS



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 746 | 0 | 44 | 1492 | 10 | 0 | 0 | 5 | 0 | 0 | 34 |
| 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) | 0 | 1711 | 0 | 101 | 3422 | 23 | 0 | 0 | 11 | 0 | 0 | 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 | 3445 | | | 1711 | | | 3702 | 5358 | 855 | 4502 | 5346 | 1722 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 3445 | | | 1711 | | | 3702 | 5358 | 855 | 4502 | 5346 | 1722 |
| tC, single (s) | 4.2 | | | 4.2 | | | 7.6 | 6.6 | 7.0 | 7.6 | 6.6 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.6 | 4.0 | 3.4 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 100 | | | 71 | | | 0 | 100 | 96 | 100 | 100 | 0 |
| cM capacity (veh/h) | 70 | | | 354 | | | 0 | 0 | 295 | 0 | 0 | 76 |

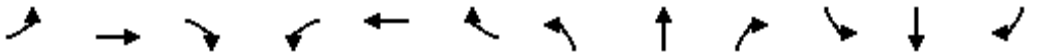
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|
| Volume Total | 1141 | 570 | 101 | 2281 | 1164 | 11 | 78 |
| Volume Left | 0 | 0 | 101 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 23 | 11 | 78 |
| cSH | 1700 | 1700 | 354 | 1700 | 1700 | 295 | 76 |
| Volume to Capacity | 0.67 | 0.34 | 0.29 | 1.34 | 0.68 | 0.04 | 1.03 |
| Queue Length 95th (ft) | 0 | 0 | 29 | 0 | 0 | 3 | 139 |
| Control Delay (s) | 0.0 | 0.0 | 19.2 | 0.0 | 0.0 | 17.7 | 207.8 |
| Lane LOS | | | C | | | C | F |
| Approach Delay (s) | 0.0 | | 0.5 | | | 17.7 | 207.8 |
| Approach LOS | | | | | | C | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.4 | | |
| Intersection Capacity Utilization | 98.8% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 747 | 11 | 0 | 1543 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 1677 | 25 | 0 | 3464 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 1069 | | |
| pX, platoon unblocked | | | | | 0.32 | |
| vC, conflicting volume | | | 1701 | | 3421 | 851 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1701 | | 4302 | 851 |
| tC, single (s) | | | 4.2 | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.6 | 3.4 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 357 | | 0 | 297 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 |
|---|---|---|---|---|
| Volume Total | 1118 | 584 | 1732 | 1732 |
| Volume Left | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 25 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.66 | 0.34 | 1.02 | 1.02 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | | |
| Approach Delay (s) | 0.0 | | 0.0 | |
| Approach LOS | | | | |

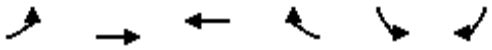
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 93.3% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 39 | 721 | 0 | 1 | 1484 | 2 | 0 | 0 | 1 | 0 | 0 | 41 |
| 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) | 89 | 1654 | 0 | 2 | 3404 | 5 | 0 | 0 | 2 | 0 | 0 | 94 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 634 | | | | | | | |
| pX, platoon unblocked | 0.32 | | | | | | 0.32 | 0.32 | | 0.32 | 0.32 | 0.32 |
| vC, conflicting volume | 3408 | | | 1654 | | | 3633 | 5245 | 827 | 4418 | 5243 | 1704 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 4284 | | | 1654 | | | 4990 | 10061 | 827 | 7461 | 10054 | 0 |
| tC, single (s) | 4.2 | | | 4.2 | | | 7.6 | 6.6 | 7.0 | 7.6 | 6.6 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.6 | 4.0 | 3.4 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 0 | | | 99 | | | 0 | 0 | 99 | 0 | 0 | 72 |
| cM capacity (veh/h) | 10 | | | 373 | | | 0 | 0 | 309 | 0 | 0 | 342 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 89 | 1102 | 551 | 2 | 2269 | 1139 | 2 | 94 |
| Volume Left | 89 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 94 |
| cSH | 10 | 1700 | 1700 | 373 | 1700 | 1700 | 309 | 342 |
| Volume to Capacity | 9.05 | 0.65 | 0.32 | 0.01 | 1.33 | 0.67 | 0.01 | 0.28 |
| Queue Length 95th (ft) | Err | 0 | 0 | 0 | 0 | 0 | 1 | 28 |
| Control Delay (s) | 4365.2 | 0.0 | 0.0 | 14.7 | 0.0 | 0.0 | 16.8 | 19.5 |
| Lane LOS | F | | | B | | | C | C |
| Approach Delay (s) | 224.0 | | | 0.0 | | | 16.8 | 19.5 |
| Approach LOS | | | | | | | C | C |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 74.7 | | | |
| Intersection Capacity Utilization | 98.7% | ICU Level of Service | | F |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 0 | 532 | 1253 | 0 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 0 | 1245 | 2933 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | 513 | | | | |
| pX, platoon unblocked | | | | | 0.91 | |
| vC, conflicting volume | 2933 | | | | 3555 | 1466 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2933 | | | | 3610 | 1466 |
| tC, single (s) | 4.2 | | | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.6 | 3.4 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 114 | | | | 3 | 114 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 623 | 623 | 1955 | 978 | 0 |
| Volume Left | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.37 | 0.37 | 1.15 | 0.58 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | | | A |
| Approach Delay (s) | 0.0 | | 0.0 | | 0.0 |
| Approach LOS | | | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 83.8% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 530 | 0 | 0 | 1252 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 1254 | 0 | 0 | 2963 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | 1023 | | | 1090 | | |
| pX, platoon unblocked | | | 0.92 | | 0.38 | 0.92 |
| vC, conflicting volume | | | 1254 | | 2736 | 627 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1093 | | 1279 | 407 |
| tC, single (s) | | | 4.2 | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.6 | 3.4 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 565 | | 58 | 535 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|---|
| Volume Total | 836 | 418 | 1482 | 1482 | 0 |
| Volume Left | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.49 | 0.25 | 0.87 | 0.87 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | | | A |
| Approach Delay (s) | 0.0 | | 0.0 | | 0.0 |
| Approach LOS | | | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 83.8% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 522 | 4 | 7 | 1263 | 0 | 6 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 1235 | 9 | 17 | 2989 | 0 | 14 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | 1190 | | | 923 | | |
| pX, platoon unblocked | | | 0.92 | | 0.37 | 0.92 |
| vC, conflicting volume | | | 1245 | | 2768 | 622 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1093 | | 1405 | 416 |
| tC, single (s) | | | 4.2 | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.6 | 3.4 |
| p0 queue free % | | | 97 | | 100 | 97 |
| cM capacity (veh/h) | | | 568 | | 46 | 531 |

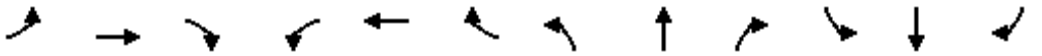
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | NB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 824 | 421 | 17 | 1495 | 1495 | 14 |
| Volume Left | 0 | 0 | 17 | 0 | 0 | 0 |
| Volume Right | 0 | 9 | 0 | 0 | 0 | 14 |
| cSH | 1700 | 1700 | 568 | 1700 | 1700 | 531 |
| Volume to Capacity | 0.48 | 0.25 | 0.03 | 0.88 | 0.88 | 0.03 |
| Queue Length 95th (ft) | 0 | 0 | 2 | 0 | 0 | 2 |
| Control Delay (s) | 0.0 | 0.0 | 11.5 | 0.0 | 0.0 | 12.0 |
| Lane LOS | | | B | | | B |
| Approach Delay (s) | 0.0 | | 0.1 | | | 12.0 |
| Approach LOS | | | | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 77.7% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 519 | 1 | 0 | 1264 | 0 | 9 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Hourly flow rate (vph) | 1242 | 2 | 0 | 3025 | 0 | 22 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 596 | | |
| pX, platoon unblocked | | | | | 0.33 | |
| vC, conflicting volume | | | 1244 | | 2756 | 622 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1244 | | 2253 | 622 |
| tC, single (s) | | | 4.2 | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.6 | 3.4 |
| p0 queue free % | | | 100 | | 100 | 95 |
| cM capacity (veh/h) | | | 539 | | 11 | 422 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|---|
| Volume Total | 828 | 416 | 1513 | 1513 | 22 |
| Volume Left | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 2 | 0 | 0 | 22 |
| cSH | 1700 | 1700 | 1700 | 1700 | 422 |
| Volume to Capacity | 0.49 | 0.24 | 0.89 | 0.89 | 0.05 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 4 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 14.0 |
| Lane LOS | | | | | B |
| Approach Delay (s) | 0.0 | | 0.0 | | 14.0 |
| Approach LOS | | | | | B |

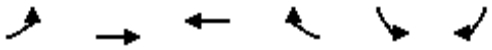
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 77.8% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 512 | 7 | 0 | 1261 | 2 | 0 | 0 | 5 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.89 | 0.89 | 0.92 | 0.92 | 0.89 | 0.89 | 0.92 | 0.92 | 0.92 | 0.89 | 0.92 | 0.89 |
| Hourly flow rate (vph) | 0 | 1225 | 10 | 0 | 3018 | 5 | 0 | 0 | 5 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 381 | | | | | | | |
| pX, platoon unblocked | 0.32 | | | | | | 0.32 | 0.32 | | 0.32 | 0.32 | 0.32 |
| vC, conflicting volume | 3023 | | | 1235 | | | 2739 | 4253 | 617 | 3638 | 4255 | 1511 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 3070 | | | 1235 | | | 2195 | 6864 | 617 | 4969 | 6871 | 0 |
| tC, single (s) | 4.2 | | | 4.2 | | | 7.6 | 6.6 | 7.0 | 7.6 | 6.6 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.6 | 4.0 | 3.4 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 99 | 100 | 100 | 100 |
| cM capacity (veh/h) | 32 | | | 544 | | | 8 | 0 | 425 | 0 | 0 | 348 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 817 | 418 | 2012 | 1011 | 5 | 0 |
| Volume Left | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 10 | 0 | 5 | 5 | 0 |
| cSH | 1700 | 1700 | 1700 | 1700 | 425 | 1700 |
| Volume to Capacity | 0.48 | 0.25 | 1.18 | 0.59 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 1 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 13.6 | 0.0 |
| Lane LOS | | | | | B | A |
| Approach Delay (s) | 0.0 | | 0.0 | | 13.6 | 0.0 |
| Approach LOS | | | | | B | A |

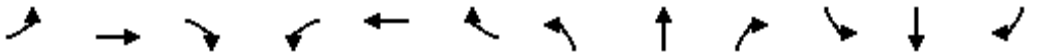
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 77.7% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 0 | 514 | 1302 | 8 | 0 | 5 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Hourly flow rate (vph) | 0 | 1230 | 3116 | 19 | 0 | 12 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | 420 | | | | |
| pX, platoon unblocked | | | | | 0.85 | |
| vC, conflicting volume | 3135 | | | | 3741 | 1568 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 3135 | | | | 3875 | 1568 |
| tC, single (s) | 4.2 | | | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.6 | 3.4 |
| p0 queue free % | 100 | | | | 100 | 88 |
| cM capacity (veh/h) | 94 | | | | 2 | 97 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 615 | 615 | 2077 | 1058 | 12 |
| Volume Left | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 19 | 12 |
| cSH | 1700 | 1700 | 1700 | 1700 | 97 |
| Volume to Capacity | 0.36 | 0.36 | 1.22 | 0.62 | 0.12 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 10 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 47.3 |
| Lane LOS | | | | | E |
| Approach Delay (s) | 0.0 | | 0.0 | | 47.3 |
| Approach LOS | | | | | E |

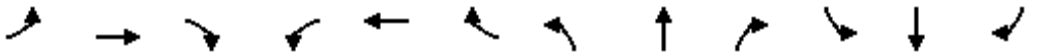
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 87.2% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 35 | 474 | 39 | 39 | 1198 | 12 | 0 | 0 | 24 | 0 | 0 | 22 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 87 | 1174 | 57 | 57 | 2967 | 30 | 0 | 0 | 35 | 0 | 0 | 54 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | 988 | | | | | | | | | | |
| pX, platoon unblocked | | | | 0.85 | | | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | |
| vC, conflicting volume | 2997 | | | 1231 | | | 2999 | 4458 | 587 | 3891 | 4499 | 1498 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 2997 | | | 922 | | | 2999 | 4712 | 165 | 4046 | 4761 | 1498 |
| tC, single (s) | 4.2 | | | 4.2 | | | 7.6 | 6.6 | 7.0 | 7.6 | 6.6 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.6 | 4.0 | 3.4 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 19 | | | 91 | | | 100 | 100 | 95 | 100 | 100 | 50 |
| cM capacity (veh/h) | 107 | | | 611 | | | 1 | 0 | 716 | 0 | 0 | 108 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 478 | 783 | 57 | 57 | 1978 | 1019 | 35 | 54 |
| Volume Left | 87 | 0 | 0 | 57 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 57 | 0 | 0 | 30 | 35 | 54 |
| cSH | 107 | 1700 | 1700 | 611 | 1700 | 1700 | 716 | 108 |
| Volume to Capacity | 0.81 | 0.46 | 0.03 | 0.09 | 1.16 | 0.60 | 0.05 | 0.50 |
| Queue Length 95th (ft) | 114 | 0 | 0 | 8 | 0 | 0 | 4 | 57 |
| Control Delay (s) | 113.9 | 0.0 | 0.0 | 11.5 | 0.0 | 0.0 | 10.3 | 68.1 |
| Lane LOS | F | | | B | | | B | F |
| Approach Delay (s) | 41.3 | | | 0.2 | | | 10.3 | 68.1 |
| Approach LOS | | | | | | | B | F |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 13.3 | | | |
| Intersection Capacity Utilization | 87.8% | ICU Level of Service | E | |
| Analysis Period (min) | 15 | | | |

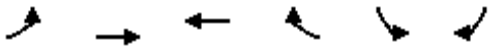


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 417 | 66 | 0 | 1070 | 10 | 0 | 0 | 3 | 0 | 0 | 20 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Hourly flow rate (vph) | 0 | 1068 | 169 | 0 | 2741 | 26 | 0 | 0 | 8 | 0 | 0 | 51 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | 807 | | | | | | | | | | |
| pX, platoon unblocked | | | | 0.85 | | | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | |
| vC, conflicting volume | 2767 | | | 1068 | | | 2490 | 3835 | 534 | 3296 | 3822 | 1383 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 2767 | | | 731 | | | 2401 | 3981 | 103 | 3347 | 3966 | 1383 |
| tC, single (s) | 4.2 | | | 4.2 | | | 7.6 | 6.6 | 7.0 | 7.6 | 6.6 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.6 | 4.0 | 3.4 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 99 | 100 | 100 | 61 |
| cM capacity (veh/h) | 133 | | | 723 | | | 9 | 2 | 785 | 2 | 2 | 130 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|
| Volume Total | 534 | 534 | 169 | 1827 | 939 | 8 | 51 |
| Volume Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 169 | 0 | 26 | 8 | 51 |
| cSH | 1700 | 1700 | 1700 | 1700 | 1700 | 785 | 130 |
| Volume to Capacity | 0.31 | 0.31 | 0.10 | 1.07 | 0.55 | 0.01 | 0.39 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 1 | 42 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.6 | 49.8 |
| Lane LOS | | | | | | A | E |
| Approach Delay (s) | 0.0 | | | 0.0 | | 9.6 | 49.8 |
| Approach LOS | | | | | | A | E |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.6 | | | |
| Intersection Capacity Utilization | 78.2% | ICU Level of Service | D | |
| Analysis Period (min) | 15 | | | |

Intersection Sign configuration not allowed in HCM analysis.



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑ | ↑↑ | | | ↱ |
| Volume (veh/h) | 0 | 366 | 790 | 0 | 0 | 360 |
| 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) | 0 | 907 | 2353 | 0 | 0 | 571 |
| 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 | 2353 | | | | 2806 | 1176 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2353 | | | | 2806 | 1176 |
| tC, single (s) | 4.2 | | | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.6 | 3.4 |
| p0 queue free % | 100 | | | | 100 | 0 |
| cM capacity (veh/h) | 196 | | | | 14 | 179 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 454 | 454 | 1176 | 1176 | 571 |
| Volume Left | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 571 |
| cSH | 1700 | 1700 | 1700 | 1700 | 179 |
| Volume to Capacity | 0.27 | 0.27 | 0.69 | 0.69 | 3.18 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | Err |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | Err |
| Lane LOS | | | | | F |
| Approach Delay (s) | 0.0 | | 0.0 | | Err |
| Approach LOS | | | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1491.1 | | |
| Intersection Capacity Utilization | 99.0% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 306 | 15 | 15 | 741 | 0 | 7 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 975 | 48 | 48 | 2361 | 0 | 22 |
| 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 | | | 1023 | | 2251 | 487 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1023 | | 2251 | 487 |
| tC, single (s) | | | 4.2 | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.6 | 3.4 |
| p0 queue free % | | | 93 | | 100 | 96 |
| cM capacity (veh/h) | | | 657 | | 31 | 518 |

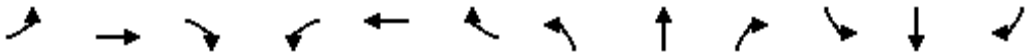
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 |
|---|---|---|---|---|---|---|---|
| Volume Total | 487 | 487 | 48 | 48 | 1180 | 1180 | 22 |
| Volume Left | 0 | 0 | 0 | 48 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 48 | 0 | 0 | 0 | 22 |
| cSH | 1700 | 1700 | 1700 | 657 | 1700 | 1700 | 518 |
| Volume to Capacity | 0.29 | 0.29 | 0.03 | 0.07 | 0.69 | 0.69 | 0.04 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 6 | 0 | 0 | 3 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 10.9 | 0.0 | 0.0 | 12.3 |
| Lane LOS | | | | B | | | B |
| Approach Delay (s) | 0.0 | | | 0.2 | | | 12.3 |
| Approach LOS | | | | | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.2 | | |
| Intersection Capacity Utilization | 59.5% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 0 | 0 | 8 | 739 | 0 | 0 |
| 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) | 0 | 0 | 24 | 2201 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | 1235 | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 0 | | 1148 | 0 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 0 | | 1148 | 0 |
| tC, single (s) | | | 4.2 | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.6 | 3.4 |
| p0 queue free % | | | 99 | | 100 | 100 |
| cM capacity (veh/h) | | | 1600 | | 185 | 1075 |

| Direction, Lane # | WB 1 | WB 2 | WB 3 | NB 1 |
|---|---|---|---|---|
| Volume Total | 24 | 1100 | 1100 | 0 |
| Volume Left | 24 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 1600 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.65 | 0.65 | 0.00 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 |
| Control Delay (s) | 7.3 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | | A |
| Approach Delay (s) | 0.1 | | | 0.0 |
| Approach LOS | | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 92.2% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 302 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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) | 0 | 899 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | 1250 | | | | | | | | | | |
| pX, platoon unblocked | | | | 0.84 | | | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | |
| vC, conflicting volume | 0 | | | 917 | | | 899 | 899 | 450 | 450 | 917 | 0 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | | | 532 | | | 511 | 511 | 0 | 0 | 532 | 0 |
| tC, single (s) | 4.2 | | | 4.2 | | | 7.6 | 6.6 | 7.0 | 7.6 | 6.6 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.6 | 4.0 | 3.4 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1600 | | | 853 | | | 371 | 387 | 907 | 856 | 376 | 1075 |

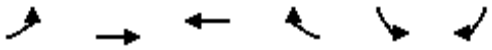
| Direction, Lane # | EB 1 | EB 2 | EB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 450 | 450 | 18 | 0 | 0 |
| Volume Left | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 18 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.26 | 0.26 | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | | A | A |
| Approach Delay (s) | 0.0 | | | 0.0 | 0.0 |
| Approach LOS | | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 87.5% | ICU Level of Service | E | |
| Analysis Period (min) | 15 | | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 300 | 3 | 0 | 0 | 0 | 13 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 956 | 10 | 0 | 0 | 0 | 41 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 965 | | 961 | 483 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 965 | | 961 | 483 |
| tC, single (s) | | | 4.2 | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.6 | 3.4 |
| p0 queue free % | | | 100 | | 100 | 92 |
| cM capacity (veh/h) | | | 691 | | 249 | 522 |

| Direction, Lane # | EB 1 | EB 2 | NB 1 |
|---|---|---|---|
| Volume Total | 637 | 328 | 41 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 10 | 41 |
| cSH | 1700 | 1700 | 522 |
| Volume to Capacity | 0.37 | 0.19 | 0.08 |
| Queue Length 95th (ft) | 0 | 0 | 6 |
| Control Delay (s) | 0.0 | 0.0 | 12.5 |
| Lane LOS | | | B |
| Approach Delay (s) | 0.0 | | 12.5 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.5 | |
| Intersection Capacity Utilization | | 33.0% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 0 | 0 | 2100 | 1 | 0 | 4 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 |
| Hourly flow rate (vph) | 0 | 0 | 2593 | 1 | 0 | 5 |
| 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 | 2594 | | | | 2593 | 1297 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2594 | | | | 2593 | 1297 |
| tC, single (s) | 4.2 | | | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.6 | 3.4 |
| p0 queue free % | 100 | | | | 100 | 97 |
| cM capacity (veh/h) | 157 | | | | 20 | 149 |

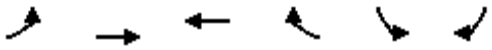
| Direction, Lane # | WB 1 | WB 2 | SB 1 |
|---|---|---|---|
| Volume Total | 1728 | 865 | 5 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 1 | 5 |
| cSH | 1700 | 1700 | 149 |
| Volume to Capacity | 1.02 | 0.51 | 0.03 |
| Queue Length 95th (ft) | 0 | 0 | 3 |
| Control Delay (s) | 0.0 | 0.0 | 30.1 |
| Lane LOS | | | D |
| Approach Delay (s) | 0.0 | | 30.1 |
| Approach LOS | | | D |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 68.1% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1065 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Hourly flow rate (vph) | 1224 | 0 | 0 | 0 | 0 | 0 |
| 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 | | | 1224 | | 1224 | 612 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1224 | | 1224 | 612 |
| tC, single (s) | | | 4.2 | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.6 | 3.4 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 549 | | 167 | 429 |

| Direction, Lane # | EB 1 | EB 2 | NB 1 |
|---|---|---|---|
| Volume Total | 816 | 408 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.48 | 0.24 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | | 32.8% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 0 | 0 | 2110 | 0 | 0 | 2 |
| 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) | 0 | 0 | 2293 | 0 | 0 | 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) | | | 389 | | | |
| pX, platoon unblocked | 0.46 | | | | 0.46 | 0.46 |
| vC, conflicting volume | 2293 | | | | 2293 | 1147 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1474 | | | | 1474 | 0 |
| tC, single (s) | 4.2 | | | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.6 | 3.4 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 203 | | | | 53 | 497 |

| Direction, Lane # | WB 1 | WB 2 | SB 1 |
|---|---|---|---|
| Volume Total | 1529 | 764 | 2 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 2 |
| cSH | 1700 | 1700 | 497 |
| Volume to Capacity | 0.90 | 0.45 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 12.3 |
| Lane LOS | | | B |
| Approach Delay (s) | 0.0 | | 12.3 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | | 68.3% | ICU Level of Service C |
| Analysis Period (min) | | 15 | |

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1313 | 18 | 0 | 0 | 0 | 41 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Hourly flow rate (vph) | 1475 | 20 | 0 | 0 | 0 | 46 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | 595 | | | | | |
| pX, platoon unblocked | | | 0.81 | | 0.81 | 0.81 |
| vC, conflicting volume | | | 1496 | | 1485 | 748 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1134 | | 1121 | 206 |
| tC, single (s) | | | 4.2 | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.6 | 3.4 |
| p0 queue free % | | | 100 | | 100 | 93 |
| cM capacity (veh/h) | | | 480 | | 158 | 638 |

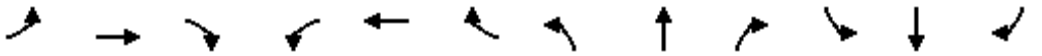
| Direction, Lane # | EB 1 | EB 2 | NB 1 |
|---|---|---|---|
| Volume Total | 984 | 512 | 46 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 20 | 46 |
| cSH | 1700 | 1700 | 638 |
| Volume to Capacity | 0.58 | 0.30 | 0.07 |
| Queue Length 95th (ft) | 0 | 0 | 6 |
| Control Delay (s) | 0.0 | 0.0 | 11.1 |
| Lane LOS | | | B |
| Approach Delay (s) | 0.0 | | 11.1 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.3 | |
| Intersection Capacity Utilization | | 46.9% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1332 | 32 | 0 | 0 | 0 | 55 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 1514 | 36 | 0 | 0 | 0 | 62 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | 969 | | | | | |
| pX, platoon unblocked | | | 0.80 | | 0.80 | 0.80 |
| vC, conflicting volume | | | 1550 | | 1532 | 775 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1197 | | 1175 | 234 |
| tC, single (s) | | | 4.2 | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.6 | 3.4 |
| p0 queue free % | | | 100 | | 100 | 90 |
| cM capacity (veh/h) | | | 452 | | 145 | 611 |

| Direction, Lane # | EB 1 | EB 2 | NB 1 |
|---|---|---|---|
| Volume Total | 1009 | 541 | 62 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 36 | 62 |
| cSH | 1700 | 1700 | 611 |
| Volume to Capacity | 0.59 | 0.32 | 0.10 |
| Queue Length 95th (ft) | 0 | 0 | 9 |
| Control Delay (s) | 0.0 | 0.0 | 11.6 |
| Lane LOS | | | B |
| Approach Delay (s) | 0.0 | | 11.6 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.4 | |
| Intersection Capacity Utilization | | 47.9% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 36 | 1090 | 100 | 0 | 2100 | 14 | 0 | 0 | 115 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.89 | 0.89 | 0.89 | 0.89 | 0.92 | 0.89 | 0.92 | 0.89 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 39 | 1225 | 112 | 0 | 2360 | 15 | 0 | 0 | 129 | 0 | 0 | 0 |
| 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 | 2375 | | | 1337 | | | 2483 | 3678 | 612 | 3179 | 3775 | 1180 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 2375 | | | 1337 | | | 2483 | 3678 | 612 | 3179 | 3775 | 1180 |
| tC, single (s) | 4.2 | | | 4.2 | | | 7.6 | 6.6 | 7.0 | 7.6 | 6.6 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.6 | 4.0 | 3.4 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 80 | | | 100 | | | 100 | 100 | 70 | 100 | 100 | 100 |
| cM capacity (veh/h) | 192 | | | 496 | | | 12 | 4 | 429 | 2 | 3 | 179 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | EB 4 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 39 | 612 | 612 | 112 | 1180 | 1180 | 15 | 129 | 0 |
| Volume Left | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 112 | 0 | 0 | 15 | 129 | 0 |
| cSH | 192 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 429 | 1700 |
| Volume to Capacity | 0.20 | 0.36 | 0.36 | 0.07 | 0.69 | 0.69 | 0.01 | 0.30 | 0.00 |
| Queue Length 95th (ft) | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 |
| Control Delay (s) | 28.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.0 | 0.0 |
| Lane LOS | D | | | | | | | C | A |
| Approach Delay (s) | 0.8 | | | | 0.0 | | | 17.0 | 0.0 |
| Approach LOS | | | | | | | | C | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.9 | | | |
| Intersection Capacity Utilization | 61.4% | ICU Level of Service | | B |
| Analysis Period (min) | 15 | | | |

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

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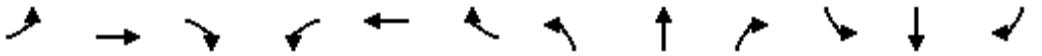
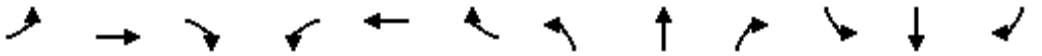


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 189 | 525 | 6 | 1 | 1244 | 0 | 10 | 1 | 2 | 16 | 3 | 221 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 6.0 | 6.0 | 4.0 | 6.0 | | | 5.0 | 5.0 | | 5.0 | 4.0 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | | | 1.00 | 0.85 | | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | | 0.95 | 1.00 | | 0.96 | 1.00 |
| Satd. Flow (prot) | 3335 | 3438 | 1538 | 1719 | 3438 | | | 1727 | 1538 | | 1737 | 1538 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | | 0.72 | 1.00 | | 0.74 | 1.00 |
| Satd. Flow (perm) | 3335 | 3438 | 1538 | 1719 | 3438 | | | 1297 | 1538 | | 1345 | 1538 |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Growth Factor (vph) | 121% | 211% | 211% | 213% | 213% | 121% | 211% | 121% | 211% | 121% | 121% | 121% |
| Adj. Flow (vph) | 246 | 1191 | 14 | 2 | 2849 | 0 | 23 | 1 | 5 | 21 | 4 | 288 |
| RTOR Reduction (vph) | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 246 | 1191 | 12 | 2 | 2849 | 0 | 0 | 24 | 0 | 0 | 25 | 288 |
| Turn Type | Prot | | Perm | Prot | | Perm | Perm | | Perm | Perm | | Over |
| Protected Phases | 1 | 6 | | 5 | 2 | | | 4 | | | 4 | 1 |
| Permitted Phases | | | 6 | | | 2 | 4 | | 4 | 4 | | |
| Actuated Green, G (s) | 21.2 | 117.1 | 117.1 | 0.8 | 96.7 | | | 7.1 | 7.1 | | 7.1 | 21.2 |
| Effective Green, g (s) | 21.2 | 117.1 | 117.1 | 0.8 | 96.7 | | | 7.1 | 7.1 | | 7.1 | 21.2 |
| Actuated g/C Ratio | 0.15 | 0.84 | 0.84 | 0.01 | 0.69 | | | 0.05 | 0.05 | | 0.05 | 0.15 |
| Clearance Time (s) | 4.0 | 6.0 | 6.0 | 4.0 | 6.0 | | | 5.0 | 5.0 | | 5.0 | 4.0 |
| Vehicle Extension (s) | 3.0 | 5.0 | 5.0 | 2.5 | 3.5 | | | 3.0 | 3.0 | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 505 | 2876 | 1286 | 10 | 2375 | | | 66 | 78 | | 68 | 233 |
| v/s Ratio Prot | 0.07 | 0.35 | | 0.00 | c0.83 | | | | | | | c0.19 |
| v/s Ratio Perm | | | 0.01 | | | | | 0.02 | 0.00 | | c0.02 | |
| v/c Ratio | 0.49 | 0.41 | 0.01 | 0.20 | 1.20 | | | 0.36 | 0.00 | | 0.37 | 1.24 |
| Uniform Delay, d1 | 54.4 | 2.9 | 1.9 | 69.3 | 21.6 | | | 64.3 | 63.1 | | 64.3 | 59.4 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 0.98 | 0.08 | | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.7 | 0.4 | 0.0 | 0.6 | 90.2 | | | 3.4 | 0.0 | | 3.3 | 137.5 |
| Delay (s) | 55.2 | 3.3 | 1.9 | 68.6 | 92.0 | | | 67.7 | 63.1 | | 67.6 | 196.9 |
| Level of Service | E | A | A | E | F | | | E | E | | E | F |
| Approach Delay (s) | | 12.1 | | | 92.0 | | | 66.9 | | | 186.6 | |
| Approach LOS | | B | | | F | | | E | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 73.2 | HCM Level of Service | E |
| HCM Volume to Capacity ratio | 1.16 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 15.0 |
| Intersection Capacity Utilization | 105.6% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |

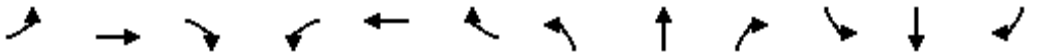
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 34 | 512 | 35 | 16 | 1291 | 0 | 85 | 5 | 0 | 7 | 5 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | | | 6.0 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 1.00 | 1.00 | | | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | | 1.00 | 1.00 | | | 1.00 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | | 0.97 | |
| Satd. Flow (prot) | 1719 | 3438 | 1538 | 1719 | 3438 | | 1719 | 1810 | | | 1748 | |
| Flt Permitted | 0.04 | 1.00 | 1.00 | 0.23 | 1.00 | | 0.74 | 1.00 | | | 0.79 | |
| Satd. Flow (perm) | 78 | 3438 | 1538 | 411 | 3438 | | 1330 | 1810 | | | 1421 | |
| Peak-hour factor, PHF | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Growth Factor (vph) | 213% | 213% | 125% | 125% | 213% | 213% | 125% | 125% | 125% | 213% | 125% | 213% |
| Adj. Flow (vph) | 81 | 1225 | 49 | 22 | 3090 | 0 | 119 | 7 | 0 | 17 | 7 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 81 | 1225 | 36 | 22 | 3090 | 0 | 119 | 7 | 0 | 0 | 24 | 0 |
| Turn Type | pm+pt | | Perm | pm+pt | | | pm+pt | | | Perm | | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Actuated Green, G (s) | 101.7 | 101.7 | 101.7 | 95.4 | 95.4 | | 17.9 | 17.9 | | | 7.9 | |
| Effective Green, g (s) | 101.7 | 101.7 | 101.7 | 95.4 | 95.4 | | 17.9 | 17.9 | | | 7.9 | |
| Actuated g/C Ratio | 0.73 | 0.73 | 0.73 | 0.68 | 0.68 | | 0.13 | 0.13 | | | 0.06 | |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | | | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | | 3.0 | |
| Lane Grp Cap (vph) | 159 | 2497 | 1117 | 302 | 2343 | | 181 | 231 | | | 80 | |
| v/s Ratio Prot | 0.03 | c0.36 | | 0.00 | c0.90 | | c0.02 | 0.00 | | | | |
| v/s Ratio Perm | 0.34 | | 0.02 | 0.05 | | | c0.07 | | | | 0.02 | |
| v/c Ratio | 0.51 | 0.49 | 0.03 | 0.07 | 1.32 | | 0.66 | 0.03 | | | 0.30 | |
| Uniform Delay, d1 | 64.6 | 8.1 | 5.4 | 7.7 | 22.3 | | 60.1 | 53.5 | | | 63.4 | |
| Progression Factor | 0.97 | 0.98 | 0.96 | 0.28 | 0.27 | | 1.00 | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | 2.5 | 0.7 | 0.1 | 0.0 | 143.8 | | 8.3 | 0.1 | | | 2.1 | |
| Delay (s) | 65.0 | 8.6 | 5.2 | 2.2 | 149.8 | | 68.4 | 53.5 | | | 65.5 | |
| Level of Service | E | A | A | A | F | | E | D | | | E | |
| Approach Delay (s) | | 11.9 | | | 148.7 | | | 67.6 | | | 65.5 | |
| Approach LOS | | B | | | F | | | E | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 105.9 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.17 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 93.8% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

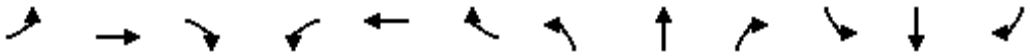
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 36 | 435 | 24 | 27 | 1047 | 22 | 174 | 20 | 15 | 40 | 29 | 32 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 7.0 | 7.0 | 4.0 | 7.0 | 7.0 | 5.0 | 5.5 | | 5.0 | 5.5 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.94 | | 1.00 | 0.92 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1719 | 3438 | 1538 | 1719 | 3438 | 1538 | 1719 | 1693 | | 1719 | 1669 | |
| Flt Permitted | 0.05 | 1.00 | 1.00 | 0.21 | 1.00 | 1.00 | 0.00 | 1.00 | | 0.00 | 1.00 | |
| Satd. Flow (perm) | 87 | 3438 | 1538 | 380 | 3438 | 1538 | 0 | 1693 | | 0 | 1669 | |
| Peak-hour factor, PHF | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Growth Factor (vph) | 213% | 213% | 213% | 236% | 228% | 228% | 236% | 236% | 236% | 228% | 236% | 228% |
| Adj. Flow (vph) | 84 | 1018 | 56 | 70 | 2623 | 55 | 451 | 52 | 39 | 100 | 75 | 80 |
| RTOR Reduction (vph) | 0 | 0 | 20 | 0 | 0 | 5 | 0 | 19 | 0 | 0 | 15 | 0 |
| Lane Group Flow (vph) | 84 | 1018 | 36 | 70 | 2623 | 50 | 451 | 72 | 0 | 100 | 140 | 0 |
| Turn Type | pm+pt | | Perm | pm+pt | | Perm | pm+pt | | | pm+pt | | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | 2 | 4 | | | 8 | | |
| Actuated Green, G (s) | 88.0 | 85.0 | 85.0 | 84.2 | 84.2 | 84.2 | 21.0 | 19.6 | | 9.9 | 8.5 | |
| Effective Green, g (s) | 88.0 | 85.0 | 85.0 | 84.2 | 84.2 | 84.2 | 21.0 | 19.6 | | 9.9 | 8.5 | |
| Actuated g/C Ratio | 0.63 | 0.61 | 0.61 | 0.60 | 0.60 | 0.60 | 0.15 | 0.14 | | 0.07 | 0.06 | |
| Clearance Time (s) | 4.0 | 7.0 | 7.0 | 4.0 | 7.0 | 7.0 | 5.0 | 5.5 | | 5.0 | 5.5 | |
| Vehicle Extension (s) | 2.2 | 2.2 | 2.2 | 2.2 | 2.2 | 2.2 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 111 | 2087 | 934 | 267 | 2068 | 925 | 258 | 237 | | 122 | 101 | |
| v/s Ratio Prot | c0.03 | 0.30 | | 0.01 | c0.76 | | c0.26 | 0.04 | | 0.06 | c0.08 | |
| v/s Ratio Perm | 0.45 | | 0.02 | 0.15 | | 0.03 | | | | | | |
| v/c Ratio | 0.76 | 0.49 | 0.04 | 0.26 | 1.27 | 0.05 | 1.75 | 0.30 | | 0.82 | 1.39 | |
| Uniform Delay, d1 | 62.4 | 15.3 | 11.1 | 13.3 | 27.9 | 11.5 | 59.5 | 54.1 | | 64.2 | 65.8 | |
| Progression Factor | 0.77 | 0.83 | 0.62 | 1.20 | 0.81 | 1.31 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 21.5 | 0.8 | 0.1 | 0.1 | 122.2 | 0.0 | 352.2 | 0.7 | | 33.1 | 223.4 | |
| Delay (s) | 69.6 | 13.4 | 6.9 | 16.1 | 144.7 | 15.1 | 411.7 | 54.8 | | 97.3 | 289.1 | |
| Level of Service | E | B | A | B | F | B | F | D | | F | F | |
| Approach Delay (s) | | 17.2 | | | 138.8 | | | 351.8 | | | 213.9 | |
| Approach LOS | | B | | | F | | | F | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 137.5 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.25 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 12.5 |
| Intersection Capacity Utilization | 111.4% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

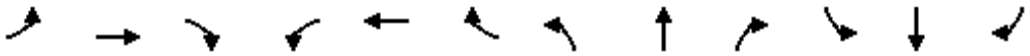
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 0 | 0 | 9 | 727 | 39 | 15 | 40 | 0 | 0 | 33 | 79 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | 4.0 | 6.0 | 6.0 | | 6.0 | | | 6.0 | |
| Lane Util. Factor | | | | 1.00 | 0.95 | 1.00 | | 1.00 | | | 1.00 | |
| Frt | | | | 1.00 | 1.00 | 0.85 | | 1.00 | | | 0.90 | |
| Flt Protected | | | | 0.95 | 1.00 | 1.00 | | 0.99 | | | 1.00 | |
| Satd. Flow (prot) | | | | 1719 | 3438 | 1538 | | 1785 | | | 1637 | |
| Flt Permitted | | | | 0.95 | 1.00 | 1.00 | | 0.13 | | | 1.00 | |
| Satd. Flow (perm) | | | | 1719 | 3438 | 1538 | | 239 | | | 1637 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor (vph) | 100% | 100% | 100% | 274% | 274% | 274% | 274% | 274% | 274% | 274% | 274% | 274% |
| Adj. Flow (vph) | 0 | 0 | 0 | 27 | 2165 | 116 | 45 | 119 | 0 | 0 | 98 | 235 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 62 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 27 | 2165 | 74 | 0 | 164 | 0 | 0 | 271 | 0 |
| Turn Type | | | | pm+pt | | Perm | Perm | | | | | |
| Protected Phases | | | | 5 | 6 | | | 1 8 | | | 4 | |
| Permitted Phases | | | | 6 | | 6 | 1 8 | | | | | |
| Actuated Green, G (s) | | | | 81.0 | 70.0 | 70.0 | | 37.0 | | | 16.0 | |
| Effective Green, g (s) | | | | 81.0 | 70.0 | 70.0 | | 37.0 | | | 16.0 | |
| Actuated g/C Ratio | | | | 0.58 | 0.50 | 0.50 | | 0.26 | | | 0.11 | |
| Clearance Time (s) | | | | 4.0 | 6.0 | 6.0 | | | | | 6.0 | |
| Vehicle Extension (s) | | | | 3.0 | 3.0 | 3.0 | | | | | 3.0 | |
| Lane Grp Cap (vph) | | | | 995 | 1719 | 769 | | 63 | | | 187 | |
| v/s Ratio Prot | | | | c0.00 | c0.63 | | | | | | 0.17 | |
| v/s Ratio Perm | | | | 0.01 | | 0.05 | | c0.69 | | | | |
| v/c Ratio | | | | 0.03 | 1.26 | 0.10 | | 2.60 | | | 1.45 | |
| Uniform Delay, d1 | | | | 12.6 | 35.0 | 18.4 | | 51.5 | | | 62.0 | |
| Progression Factor | | | | 0.81 | 0.88 | 0.71 | | 1.21 | | | 1.00 | |
| Incremental Delay, d2 | | | | 0.0 | 117.2 | 0.0 | | 764.8 | | | 229.5 | |
| Delay (s) | | | | 10.3 | 148.2 | 13.0 | | 827.0 | | | 291.5 | |
| Level of Service | | | | B | F | B | | F | | | F | |
| Approach Delay (s) | | 0.0 | | | 139.8 | | | 827.0 | | | 291.5 | |
| Approach LOS | | A | | | F | | | F | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 198.0 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.56 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 22.0 |
| Intersection Capacity Utilization | 96.2% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

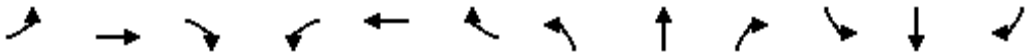
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 40 | 293 | 0 | 0 | 0 | 0 | 0 | 20 | 4 | 24 | 22 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | | | | | | 6.0 | | | 6.0 | |
| Lane Util. Factor | 1.00 | 0.95 | | | | | | 1.00 | | | 1.00 | |
| Frt | 1.00 | 1.00 | | | | | | 0.98 | | | 1.00 | |
| Flt Protected | 0.95 | 1.00 | | | | | | 1.00 | | | 0.97 | |
| Satd. Flow (prot) | 1719 | 3438 | | | | | | 1769 | | | 1764 | |
| Flt Permitted | 0.95 | 1.00 | | | | | | 1.00 | | | 0.36 | |
| Satd. Flow (perm) | 1719 | 3438 | | | | | | 1769 | | | 648 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor (vph) | 274% | 274% | 274% | 100% | 100% | 100% | 274% | 274% | 274% | 274% | 274% | 274% |
| Adj. Flow (vph) | 119 | 873 | 0 | 0 | 0 | 0 | 0 | 60 | 12 | 71 | 66 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 119 | 873 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 137 | 0 |
| Turn Type | pm+pt | | Perm | | | | | | | Perm | | |
| Protected Phases | 1 | 2 | | | | | | 8 | | | 4 5 | |
| Permitted Phases | 2 | | 2 | | | | | | | 4 5 | | |
| Actuated Green, G (s) | 91.0 | 70.0 | | | | | | 16.0 | | | 31.0 | |
| Effective Green, g (s) | 91.0 | 70.0 | | | | | | 16.0 | | | 27.0 | |
| Actuated g/C Ratio | 0.65 | 0.50 | | | | | | 0.11 | | | 0.19 | |
| Clearance Time (s) | 6.0 | 6.0 | | | | | | 6.0 | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | | | | 3.0 | | | | |
| Lane Grp Cap (vph) | 1191 | 1719 | | | | | | 202 | | | 125 | |
| v/s Ratio Prot | c0.01 | c0.25 | | | | | | 0.04 | | | | |
| v/s Ratio Perm | 0.05 | | | | | | | | | | c0.21 | |
| v/c Ratio | 0.10 | 0.51 | | | | | | 0.33 | | | 1.10 | |
| Uniform Delay, d1 | 9.2 | 23.5 | | | | | | 57.1 | | | 56.5 | |
| Progression Factor | 1.49 | 0.83 | | | | | | 1.00 | | | 0.76 | |
| Incremental Delay, d2 | 0.0 | 1.0 | | | | | | 1.0 | | | 72.6 | |
| Delay (s) | 13.7 | 20.6 | | | | | | 58.0 | | | 115.8 | |
| Level of Service | B | C | | | | | | E | | | F | |
| Approach Delay (s) | | 19.8 | | | 0.0 | | | 58.0 | | | 115.8 | |
| Approach LOS | | B | | | A | | | E | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 33.0 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.55 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 45.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

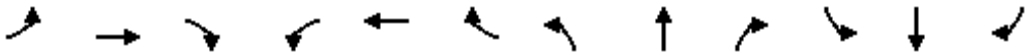
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 0 | 0 | 8 | 677 | 7 | 49 | 56 | 0 | 0 | 18 | 50 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | 6.0 | 6.0 | 6.0 | | 6.0 | | | 6.0 | |
| Lane Util. Factor | | | | 1.00 | 0.95 | 1.00 | | 1.00 | | | 1.00 | |
| Frt | | | | 1.00 | 1.00 | 0.85 | | 1.00 | | | 0.90 | |
| Flt Protected | | | | 0.95 | 1.00 | 1.00 | | 0.98 | | | 1.00 | |
| Satd. Flow (prot) | | | | 1719 | 3438 | 1538 | | 1768 | | | 1631 | |
| Flt Permitted | | | | 0.95 | 1.00 | 1.00 | | 0.33 | | | 1.00 | |
| Satd. Flow (perm) | | | | 1719 | 3438 | 1538 | | 603 | | | 1631 | |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Growth Factor (vph) | 100% | 100% | 100% | 131% | 300% | 131% | 131% | 131% | 131% | 131% | 131% | 131% |
| Adj. Flow (vph) | 0 | 0 | 0 | 12 | 2308 | 10 | 73 | 83 | 0 | 0 | 27 | 74 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 66 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 12 | 2308 | 7 | 0 | 156 | 0 | 0 | 35 | 0 |
| Turn Type | | | | pm+pt | | Perm | Perm | | | | | |
| Protected Phases | | | | 5 | 6 | | | 1 8 | | | 4 | |
| Permitted Phases | | | | 6 | | 6 | 1 8 | | | | | |
| Actuated Green, G (s) | | | | 82.0 | 78.8 | 78.8 | | 40.0 | | | 16.0 | |
| Effective Green, g (s) | | | | 82.0 | 78.8 | 78.8 | | 40.0 | | | 16.0 | |
| Actuated g/C Ratio | | | | 0.59 | 0.56 | 0.56 | | 0.29 | | | 0.11 | |
| Clearance Time (s) | | | | 6.0 | 6.0 | 6.0 | | | | | 6.0 | |
| Vehicle Extension (s) | | | | 3.0 | 3.0 | 3.0 | | | | | 3.0 | |
| Lane Grp Cap (vph) | | | | 1081 | 1935 | 866 | | 172 | | | 186 | |
| v/s Ratio Prot | | | | c0.00 | c0.67 | | | | | | 0.02 | |
| v/s Ratio Perm | | | | 0.01 | | 0.00 | | c0.26 | | | | |
| v/c Ratio | | | | 0.01 | 1.19 | 0.01 | | 0.91 | | | 0.19 | |
| Uniform Delay, d1 | | | | 12.1 | 30.6 | 13.4 | | 48.2 | | | 56.1 | |
| Progression Factor | | | | 1.52 | 1.42 | 1.74 | | 1.01 | | | 1.00 | |
| Incremental Delay, d2 | | | | 0.0 | 87.3 | 0.0 | | 38.4 | | | 0.5 | |
| Delay (s) | | | | 18.4 | 130.6 | 23.4 | | 87.3 | | | 56.6 | |
| Level of Service | | | | B | F | C | | F | | | E | |
| Approach Delay (s) | | 0.0 | | | 129.6 | | | 87.3 | | | 56.6 | |
| Approach LOS | | A | | | F | | | F | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 124.2 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.02 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 80.2% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



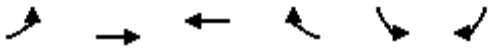
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 36 | 275 | 8 | 0 | 0 | 0 | 0 | 69 | 42 | 8 | 18 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | | | | | 6.0 | | | 6.0 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | | | | | 1.00 | | | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | | | | | 0.95 | | | 1.00 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | | | | | 1.00 | | | 0.98 | |
| Satd. Flow (prot) | 1719 | 3438 | 1538 | | | | | 1717 | | | 1782 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | | | | | 1.00 | | | 0.27 | |
| Satd. Flow (perm) | 1719 | 3438 | 1538 | | | | | 1717 | | | 497 | |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Growth Factor (vph) | 131% | 274% | 131% | 100% | 100% | 100% | 131% | 131% | 131% | 131% | 131% | 131% |
| Adj. Flow (vph) | 54 | 856 | 12 | 0 | 0 | 0 | 0 | 103 | 63 | 12 | 27 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 54 | 856 | 7 | 0 | 0 | 0 | 0 | 150 | 0 | 0 | 39 | 0 |
| Turn Type | pm+pt | | Perm | | | | | | | Perm | | |
| Protected Phases | 1 | 2 | | | | | | 8 | | | 4 5 | |
| Permitted Phases | 2 | | 2 | | | | | | | 4 5 | | |
| Actuated Green, G (s) | 96.8 | 78.8 | 78.8 | | | | | 16.0 | | | 19.2 | |
| Effective Green, g (s) | 96.8 | 78.8 | 78.8 | | | | | 16.0 | | | 19.2 | |
| Actuated g/C Ratio | 0.69 | 0.56 | 0.56 | | | | | 0.11 | | | 0.14 | |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | | | | | 6.0 | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | | | | | 3.0 | | | | |
| Lane Grp Cap (vph) | 1189 | 1935 | 866 | | | | | 196 | | | 68 | |
| v/s Ratio Prot | c0.01 | c0.25 | | | | | | c0.09 | | | | |
| v/s Ratio Perm | 0.03 | | 0.00 | | | | | | | | c0.08 | |
| v/c Ratio | 0.05 | 0.44 | 0.01 | | | | | 0.77 | | | 0.57 | |
| Uniform Delay, d1 | 6.9 | 17.8 | 13.4 | | | | | 60.2 | | | 56.6 | |
| Progression Factor | 0.33 | 0.16 | 0.02 | | | | | 1.00 | | | 0.90 | |
| Incremental Delay, d2 | 0.0 | 0.7 | 0.0 | | | | | 16.2 | | | 10.9 | |
| Delay (s) | 2.3 | 3.5 | 0.3 | | | | | 76.4 | | | 61.9 | |
| Level of Service | A | A | A | | | | | E | | | E | |
| Approach Delay (s) | | 3.3 | | | 0.0 | | | 76.4 | | | 61.9 | |
| Approach LOS | | A | | | A | | | E | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 16.1 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.43 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 24.0 |
| Intersection Capacity Utilization | 41.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | WBT | WBR | SBT | SBR2 | NEL |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Volume (vph) | 2270 | 348 | 261 | 466 | 374 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 9.0 | 6.5 | 6.5 | 6.5 | 6.0 |
| Lane Util. Factor | 0.95 | 1.00 | 0.95 | 1.00 | 0.97 |
| Frt | 1.00 | 0.85 | 1.00 | 0.85 | 1.00 |
| Flt Protected | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 |
| Satd. Flow (prot) | 3438 | 1538 | 3438 | 1538 | 3335 |
| Flt Permitted | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 |
| Satd. Flow (perm) | 3438 | 1538 | 3438 | 1538 | 3335 |
| Peak-hour factor, PHF | 0.91 | 0.91 | 0.91 | 0.91 | 0.92 |
| Adj. Flow (vph) | 2495 | 382 | 287 | 512 | 407 |
| RTOR Reduction (vph) | 0 | 2 | 0 | 122 | 0 |
| Lane Group Flow (vph) | 2495 | 380 | 287 | 390 | 407 |
| Turn Type | | custom | | Perm | |
| Protected Phases | 6 | 4 6 | 4 | | 5 |
| Permitted Phases | | 6 | | 4 | |
| Actuated Green, G (s) | 76.0 | 109.0 | 26.5 | 26.5 | 16.0 |
| Effective Green, g (s) | 76.0 | 109.0 | 26.5 | 26.5 | 16.0 |
| Actuated g/C Ratio | 0.54 | 0.78 | 0.19 | 0.19 | 0.11 |
| Clearance Time (s) | 9.0 | | 6.5 | 6.5 | 6.0 |
| Vehicle Extension (s) | 4.0 | | 6.0 | 6.0 | 2.0 |
| Lane Grp Cap (vph) | 1866 | 1197 | 651 | 291 | 381 |
| v/s Ratio Prot | c0.73 | 0.25 | 0.08 | | c0.12 |
| v/s Ratio Perm | | | | c0.25 | |
| v/c Ratio | 1.34 | 0.32 | 0.44 | 1.34 | 1.07 |
| Uniform Delay, d1 | 32.0 | 4.6 | 50.2 | 56.8 | 62.0 |
| Progression Factor | 0.69 | 1.17 | 1.00 | 1.00 | 0.77 |
| Incremental Delay, d2 | 152.0 | 0.0 | 1.3 | 173.9 | 64.4 |
| Delay (s) | 174.2 | 5.4 | 51.5 | 230.6 | 112.2 |
| Level of Service | F | A | D | F | F |
| Approach Delay (s) | 151.8 | | 166.3 | | 112.2 |
| Approach LOS | F | | F | | F |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 150.7 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.30 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 21.5 |
| Intersection Capacity Utilization | 104.5% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

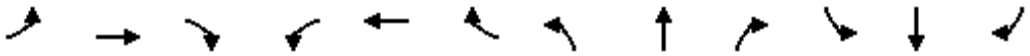


| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 0 | 755 | 0 | 0 | 261 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 6.5 | |
| Lane Util. Factor | | 0.95 | | | 0.97 | |
| Frt | | 1.00 | | | 1.00 | |
| Flt Protected | | 1.00 | | | 0.95 | |
| Satd. Flow (prot) | | 3438 | | | 3335 | |
| Flt Permitted | | 1.00 | | | 0.95 | |
| Satd. Flow (perm) | | 3438 | | | 3335 | |
| Peak-hour factor, PHF | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 0 | 830 | 0 | 0 | 287 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 233 | 0 |
| Lane Group Flow (vph) | 0 | 830 | 0 | 0 | 54 | 0 |
| Turn Type | | | | | | |
| Protected Phases | | 2 | | | 4 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | 101.0 | | | 26.5 | |
| Effective Green, g (s) | | 101.0 | | | 26.5 | |
| Actuated g/C Ratio | | 0.72 | | | 0.19 | |
| Clearance Time (s) | | 6.0 | | | 6.5 | |
| Vehicle Extension (s) | | 3.0 | | | 6.0 | |
| Lane Grp Cap (vph) | | 2480 | | | 631 | |
| v/s Ratio Prot | | c0.24 | | | c0.02 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | 0.33 | | | 0.09 | |
| Uniform Delay, d1 | | 7.2 | | | 46.8 | |
| Progression Factor | | 0.24 | | | 1.00 | |
| Incremental Delay, d2 | | 0.3 | | | 0.2 | |
| Delay (s) | | 2.1 | | | 46.9 | |
| Level of Service | | A | | | D | |
| Approach Delay (s) | | 2.1 | 0.0 | | 46.9 | |
| Approach LOS | | A | A | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 13.6 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.28 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 12.5 |
| Intersection Capacity Utilization | 38.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

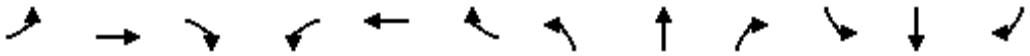
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 0 | 0 | 0 | 3018 | 321 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | 6.0 | 7.0 | |
| Lane Util. Factor | | | | 0.95 | 0.97 | |
| Frt | | | | 1.00 | 1.00 | |
| Flt Protected | | | | 1.00 | 0.95 | |
| Satd. Flow (prot) | | | | 3438 | 3335 | |
| Flt Permitted | | | | 1.00 | 0.95 | |
| Satd. Flow (perm) | | | | 3438 | 3335 | |
| Peak-hour factor, PHF | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 0 | 0 | 0 | 3353 | 357 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 3353 | 356 | 0 |
| Turn Type | | | | | | |
| Protected Phases | | | | 6 | 5 8 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | | 85.3 | 42.7 | |
| Effective Green, g (s) | | | | 85.3 | 42.7 | |
| Actuated g/C Ratio | | | | 0.61 | 0.30 | |
| Clearance Time (s) | | | | 6.0 | | |
| Vehicle Extension (s) | | | | 3.0 | | |
| Lane Grp Cap (vph) | | | | 2095 | 1017 | |
| v/s Ratio Prot | | | | c0.98 | c0.11 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | | 1.60 | 0.35 | |
| Uniform Delay, d1 | | | | 27.4 | 37.9 | |
| Progression Factor | | | | 1.15 | 0.40 | |
| Incremental Delay, d2 | | | | 270.4 | 0.1 | |
| Delay (s) | | | | 301.7 | 15.4 | |
| Level of Service | | | | F | B | |
| Approach Delay (s) | 0.0 | | | 301.7 | 15.4 | |
| Approach LOS | A | | | F | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 274.2 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.19 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 13.0 |
| Intersection Capacity Utilization | 104.3% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



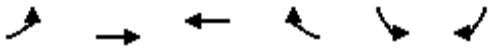
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 9 | 0 | 0 | 5 | 0 | 0 | 0 | 312 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.0 | | | 6.0 | | | | 6.0 | | | | |
| Lane Util. Factor | 1.00 | | | 1.00 | | | | 0.95 | | | | |
| Frt | 1.00 | | | 1.00 | | | | 1.00 | | | | |
| Flt Protected | 0.95 | | | 0.95 | | | | 1.00 | | | | |
| Satd. Flow (prot) | 1719 | | | 1719 | | | | 3438 | | | | |
| Flt Permitted | 0.95 | | | 0.95 | | | | 1.00 | | | | |
| Satd. Flow (perm) | 1719 | | | 1719 | | | | 3438 | | | | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 10 | 0 | 0 | 5 | 0 | 0 | 0 | 339 | 0 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 339 | 0 | 0 | 0 | 0 |
| Turn Type | Prot | | | Prot | | | | | | | | |
| Protected Phases | 5 | | | 1 | | | | 8 | | | | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 19.4 | | | 0.8 | | | | 16.3 | | | | |
| Effective Green, g (s) | 19.4 | | | 0.8 | | | | 16.3 | | | | |
| Actuated g/C Ratio | 0.14 | | | 0.01 | | | | 0.12 | | | | |
| Clearance Time (s) | 7.0 | | | 6.0 | | | | 6.0 | | | | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | | | | 3.0 | | | | |
| Lane Grp Cap (vph) | 238 | | | 10 | | | | 400 | | | | |
| v/s Ratio Prot | c0.00 | | | c0.00 | | | | c0.10 | | | | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.01 | | | 0.50 | | | | 0.85 | | | | |
| Uniform Delay, d1 | 52.0 | | | 69.4 | | | | 60.6 | | | | |
| Progression Factor | 1.00 | | | 1.00 | | | | 0.10 | | | | |
| Incremental Delay, d2 | 0.0 | | | 3.5 | | | | 7.8 | | | | |
| Delay (s) | 52.0 | | | 73.0 | | | | 13.7 | | | | |
| Level of Service | D | | | E | | | | B | | | | |
| Approach Delay (s) | | 52.0 | | | 73.0 | | | 13.7 | | | 0.0 | |
| Approach LOS | | D | | | E | | | B | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 15.6 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.48 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 110.3 |
| Intersection Capacity Utilization | 20.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



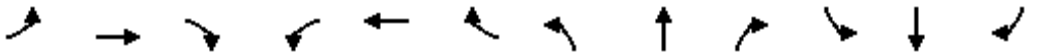
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 1308 | 54 | 0 | 0 | 0 | 0 | 312 | 9 | 0 | 5 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 6.0 | | | | | 6.0 | 6.0 | | 6.0 | |
| Lane Util. Factor | | 0.95 | 1.00 | | | | | 0.95 | 1.00 | | 1.00 | |
| Frt | | 1.00 | 0.85 | | | | | 1.00 | 0.85 | | 1.00 | |
| Flt Protected | | 1.00 | 1.00 | | | | | 1.00 | 1.00 | | 1.00 | |
| Satd. Flow (prot) | | 3438 | 1538 | | | | | 3438 | 1538 | | 1810 | |
| Flt Permitted | | 1.00 | 1.00 | | | | | 1.00 | 1.00 | | 1.00 | |
| Satd. Flow (perm) | | 3438 | 1538 | | | | | 3438 | 1538 | | 1810 | |
| Peak-hour factor, PHF | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 0 | 1453 | 60 | 0 | 0 | 0 | 0 | 347 | 10 | 0 | 6 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 1453 | 45 | 0 | 0 | 0 | 0 | 347 | 6 | 0 | 6 | 0 |
| Turn Type | | | Perm | | | | | | Perm | Split | | |
| Protected Phases | | 2 | | | | | | 8 | | 1 | 1 | |
| Permitted Phases | | | 2 | | | | | | 8 | | | |
| Actuated Green, G (s) | | 104.9 | 104.9 | | | | | 16.3 | 16.3 | | 0.8 | |
| Effective Green, g (s) | | 104.9 | 104.9 | | | | | 16.3 | 16.3 | | 0.8 | |
| Actuated g/C Ratio | | 0.75 | 0.75 | | | | | 0.12 | 0.12 | | 0.01 | |
| Clearance Time (s) | | 6.0 | 6.0 | | | | | 6.0 | 6.0 | | 6.0 | |
| Vehicle Extension (s) | | 3.0 | 3.0 | | | | | 3.0 | 3.0 | | 3.0 | |
| Lane Grp Cap (vph) | | 2576 | 1152 | | | | | 400 | 179 | | 10 | |
| v/s Ratio Prot | | c0.42 | | | | | | c0.10 | | | c0.00 | |
| v/s Ratio Perm | | | 0.03 | | | | | | 0.00 | | | |
| v/c Ratio | | 0.56 | 0.04 | | | | | 0.87 | 0.03 | | 0.60 | |
| Uniform Delay, d1 | | 7.6 | 4.5 | | | | | 60.8 | 54.8 | | 69.4 | |
| Progression Factor | | 1.06 | 1.52 | | | | | 1.00 | 1.00 | | 0.19 | |
| Incremental Delay, d2 | | 0.9 | 0.1 | | | | | 17.6 | 0.1 | | 73.0 | |
| Delay (s) | | 9.0 | 6.9 | | | | | 78.4 | 54.9 | | 86.2 | |
| Level of Service | | A | A | | | | | E | D | | F | |
| Approach Delay (s) | | 8.9 | | | 0.0 | | | 77.8 | | | 86.2 | |
| Approach LOS | | A | | | A | | | E | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 22.2 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.60 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 60.3% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



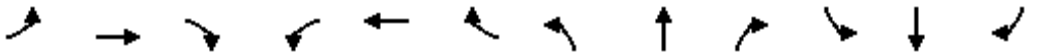
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 32 | 1318 | 2462 | 9 | 36 | 296 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 1.00 | 0.85 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1719 | 3438 | 3438 | 1538 | 1719 | 1538 |
| Flt Permitted | 0.04 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 71 | 3438 | 3438 | 1538 | 1719 | 1538 |
| Peak-hour factor, PHF | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 36 | 1464 | 2736 | 10 | 40 | 329 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 3 | 0 | 40 |
| Lane Group Flow (vph) | 36 | 1464 | 2736 | 7 | 40 | 289 |
| Turn Type | pm+pt | | | Perm | | Perm |
| Protected Phases | 5 | 2 | 6 | | 4 | |
| Permitted Phases | 2 | | | 6 | | 4 |
| Actuated Green, G (s) | 105.0 | 105.0 | 95.8 | 95.8 | 23.0 | 23.0 |
| Effective Green, g (s) | 105.0 | 105.0 | 95.8 | 95.8 | 23.0 | 23.0 |
| Actuated g/C Ratio | 0.75 | 0.75 | 0.68 | 0.68 | 0.16 | 0.16 |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 91 | 2579 | 2353 | 1052 | 282 | 253 |
| v/s Ratio Prot | 0.01 | c0.43 | c0.80 | | 0.02 | |
| v/s Ratio Perm | 0.29 | | | 0.00 | | c0.19 |
| v/c Ratio | 0.40 | 0.57 | 1.16 | 0.01 | 0.14 | 1.14 |
| Uniform Delay, d1 | 68.3 | 7.6 | 22.1 | 7.0 | 50.1 | 58.5 |
| Progression Factor | 2.62 | 0.52 | 0.97 | 1.93 | 1.00 | 1.00 |
| Incremental Delay, d2 | 2.5 | 0.8 | 74.8 | 0.0 | 0.2 | 100.3 |
| Delay (s) | 181.5 | 4.8 | 96.3 | 13.5 | 50.3 | 158.8 |
| Level of Service | F | A | F | B | D | F |
| Approach Delay (s) | | 9.0 | 96.0 | | 147.0 | |
| Approach LOS | | A | F | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 71.8 | HCM Level of Service | E |
| HCM Volume to Capacity ratio | 1.16 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 96.4% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 61 | 1254 | 0 | 110 | 2300 | 114 | 130 | 0 | 28 | 61 | 0 | 114 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | 4.0 | 4.0 | | 6.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.85 | | 1.00 | 0.85 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1719 | 3438 | | 1719 | 3438 | 1538 | 1719 | 1538 | | 1719 | 1538 | |
| Flt Permitted | 0.04 | 1.00 | | 0.17 | 1.00 | 1.00 | 0.67 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 77 | 3438 | | 313 | 3438 | 1538 | 1221 | 1538 | | 1719 | 1538 | |
| Peak-hour factor, PHF | 0.89 | 0.89 | 0.92 | 0.92 | 0.89 | 0.89 | 0.92 | 0.92 | 0.92 | 0.89 | 0.92 | 0.89 |
| Adj. Flow (vph) | 69 | 1409 | 0 | 120 | 2584 | 128 | 141 | 0 | 30 | 69 | 0 | 128 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 29 | 0 | 0 | 84 | 0 |
| Lane Group Flow (vph) | 69 | 1409 | 0 | 120 | 2584 | 92 | 141 | 1 | 0 | 69 | 44 | 0 |
| Turn Type | pm+pt | | Perm | Perm | | Perm | pm+pt | | | Prot | | |
| Protected Phases | 5 | 2 | | | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | | | | |
| Actuated Green, G (s) | 101.0 | 101.0 | | 87.5 | 87.5 | 87.5 | 18.5 | 6.8 | | 16.2 | 11.3 | |
| Effective Green, g (s) | 101.0 | 101.0 | | 87.5 | 87.5 | 87.5 | 18.5 | 6.8 | | 16.2 | 11.3 | |
| Actuated g/C Ratio | 0.72 | 0.72 | | 0.62 | 0.62 | 0.62 | 0.13 | 0.05 | | 0.12 | 0.08 | |
| Clearance Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | 4.0 | 4.0 | | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 144 | 2480 | | 196 | 2149 | 961 | 203 | 75 | | 199 | 124 | |
| v/s Ratio Prot | 0.03 | c0.41 | | | c0.75 | | c0.06 | 0.00 | | 0.04 | c0.03 | |
| v/s Ratio Perm | 0.32 | | | 0.38 | | 0.06 | c0.03 | | | | | |
| v/c Ratio | 0.48 | 0.57 | | 0.61 | 1.20 | 0.10 | 0.69 | 0.02 | | 0.35 | 0.36 | |
| Uniform Delay, d1 | 65.3 | 9.2 | | 15.9 | 26.2 | 10.5 | 57.4 | 63.4 | | 57.0 | 60.9 | |
| Progression Factor | 1.52 | 0.89 | | 0.55 | 0.49 | 0.38 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 2.3 | 0.9 | | 3.9 | 92.5 | 0.1 | 9.9 | 0.1 | | 1.1 | 1.8 | |
| Delay (s) | 101.4 | 9.0 | | 12.6 | 105.3 | 4.0 | 67.3 | 63.5 | | 58.1 | 62.7 | |
| Level of Service | F | A | | B | F | A | E | E | | E | E | |
| Approach Delay (s) | | 13.4 | | | 96.8 | | | 66.6 | | | 61.1 | |
| Approach LOS | | B | | | F | | | E | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 67.8 | HCM Level of Service | E |
| HCM Volume to Capacity ratio | 1.10 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 26.0 |
| Intersection Capacity Utilization | 94.2% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 33 | 1223 | 5 | 23 | 2408 | 112 | 9 | 0 | 65 | 93 | 0 | 14 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 0.85 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1719 | 3438 | 1538 | 1719 | 3438 | 1538 | | 1719 | 1538 | 1719 | 1538 | |
| Flt Permitted | 0.04 | 1.00 | 1.00 | 0.17 | 1.00 | 1.00 | | 0.75 | 1.00 | 0.75 | 1.00 | |
| Satd. Flow (perm) | 69 | 3438 | 1538 | 303 | 3438 | 1538 | | 1352 | 1538 | 1359 | 1538 | |
| Peak-hour factor, PHF | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 37 | 1359 | 6 | 26 | 2676 | 124 | 10 | 0 | 72 | 103 | 0 | 16 |
| RTOR Reduction (vph) | 0 | 0 | 1 | 0 | 0 | 24 | 0 | 0 | 65 | 0 | 14 | 0 |
| Lane Group Flow (vph) | 37 | 1359 | 5 | 26 | 2676 | 100 | 0 | 10 | 7 | 103 | 2 | 0 |
| Turn Type | pm+pt | | Perm | pm+pt | | Perm | Perm | | Perm | Perm | | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | 8 | 4 | | |
| Actuated Green, G (s) | 109.8 | 105.4 | 105.4 | 105.8 | 103.4 | 103.4 | | 14.2 | 14.2 | 14.2 | 14.2 | |
| Effective Green, g (s) | 109.8 | 105.4 | 105.4 | 105.8 | 103.4 | 103.4 | | 14.2 | 14.2 | 14.2 | 14.2 | |
| Actuated g/C Ratio | 0.78 | 0.75 | 0.75 | 0.76 | 0.74 | 0.74 | | 0.10 | 0.10 | 0.10 | 0.10 | |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 106 | 2588 | 1158 | 253 | 2539 | 1136 | | 137 | 156 | 138 | 156 | |
| v/s Ratio Prot | c0.01 | 0.40 | | 0.00 | c0.78 | | | | | | 0.00 | |
| v/s Ratio Perm | 0.26 | | 0.00 | 0.08 | | 0.06 | | 0.01 | 0.00 | c0.08 | | |
| v/c Ratio | 0.35 | 0.53 | 0.00 | 0.10 | 1.05 | 0.09 | | 0.07 | 0.05 | 0.75 | 0.01 | |
| Uniform Delay, d1 | 64.4 | 7.1 | 4.3 | 10.0 | 18.3 | 5.1 | | 56.9 | 56.8 | 61.1 | 56.6 | |
| Progression Factor | 1.20 | 1.39 | 1.72 | 0.19 | 0.33 | 0.00 | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1.7 | 0.7 | 0.0 | 0.0 | 25.5 | 0.0 | | 0.2 | 0.1 | 19.5 | 0.0 | |
| Delay (s) | 78.8 | 10.5 | 7.4 | 1.9 | 31.4 | 0.0 | | 57.2 | 56.9 | 80.7 | 56.6 | |
| Level of Service | E | B | A | A | C | A | | E | E | F | E | |
| Approach Delay (s) | | 12.3 | | | 29.8 | | | 56.9 | | | 77.4 | |
| Approach LOS | | B | | | C | | | E | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 26.0 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.95 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 88.4% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

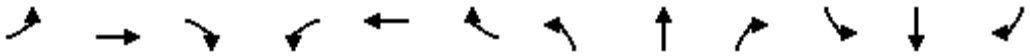
| Movement | WBT | WBR | NBT | SBL | SBR |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Volume (vph) | 2280 | 150 | 73 | 157 | 82 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 5.6 | 5.6 |
| Lane Util. Factor | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 3438 | 1538 | 3438 | 1719 | 1538 |
| Flt Permitted | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 3438 | 1538 | 3438 | 1719 | 1538 |
| Peak-hour factor, PHF | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor (vph) | 100% | 251% | 251% | 251% | 251% |
| Adj. Flow (vph) | 2533 | 418 | 204 | 438 | 229 |
| RTOR Reduction (vph) | 0 | 89 | 0 | 0 | 67 |
| Lane Group Flow (vph) | 2533 | 329 | 204 | 438 | 162 |
| Turn Type | | Perm | | Prot | custom |
| Protected Phases | 6 | | 5 | 4 | |
| Permitted Phases | | 6 | 5 | | 4 |
| Actuated Green, G (s) | 86.0 | 86.0 | 7.0 | 29.4 | 29.4 |
| Effective Green, g (s) | 86.0 | 86.0 | 7.0 | 29.4 | 29.4 |
| Actuated g/C Ratio | 0.61 | 0.61 | 0.05 | 0.21 | 0.21 |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | 5.6 | 5.6 |
| Vehicle Extension (s) | 5.0 | 5.0 | 4.0 | 4.0 | 4.0 |
| Lane Grp Cap (vph) | 2112 | 945 | 172 | 361 | 323 |
| v/s Ratio Prot | c0.74 | | c0.06 | c0.25 | |
| v/s Ratio Perm | | 0.21 | | | 0.11 |
| v/c Ratio | 1.20 | 0.35 | 1.19 | 1.21 | 0.50 |
| Uniform Delay, d1 | 27.0 | 13.3 | 66.5 | 55.3 | 48.8 |
| Progression Factor | 0.91 | 0.61 | 0.78 | 1.00 | 1.00 |
| Incremental Delay, d2 | 93.6 | 0.8 | 123.6 | 118.9 | 1.7 |
| Delay (s) | 118.2 | 8.9 | 175.3 | 174.2 | 50.5 |
| Level of Service | F | A | F | F | D |
| Approach Delay (s) | 102.7 | | 175.3 | | |
| Approach LOS | F | | F | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 111.7 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.20 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 17.6 |
| Intersection Capacity Utilization | 104.0% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

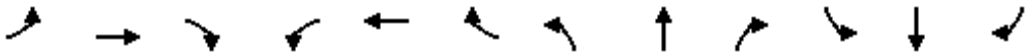
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 1602 | 55 | 0 | 2667 | 10 | 21 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | | 6.0 | 5.0 | 5.0 |
| Lane Util. Factor | 0.95 | 1.00 | | 0.91 | 1.00 | 1.00 |
| Frt | 1.00 | 0.85 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 1.00 | 1.00 | | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 3438 | 1538 | | 4940 | 1719 | 1538 |
| Flt Permitted | 1.00 | 1.00 | | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 3438 | 1538 | | 4940 | 1719 | 1538 |
| Peak-hour factor, PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 1669 | 57 | 0 | 2778 | 10 | 22 |
| RTOR Reduction (vph) | 0 | 7 | 0 | 0 | 0 | 21 |
| Lane Group Flow (vph) | 1669 | 50 | 0 | 2778 | 10 | 1 |
| Turn Type | | Perm | Perm | | | Perm |
| Protected Phases | 2 | | | 6 | 8 | |
| Permitted Phases | | 2 | 6 | | | 8 |
| Actuated Green, G (s) | 122.5 | 122.5 | | 122.5 | 6.5 | 6.5 |
| Effective Green, g (s) | 122.5 | 122.5 | | 122.5 | 6.5 | 6.5 |
| Actuated g/C Ratio | 0.88 | 0.88 | | 0.88 | 0.05 | 0.05 |
| Clearance Time (s) | 6.0 | 6.0 | | 6.0 | 5.0 | 5.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 3008 | 1346 | | 4323 | 80 | 71 |
| v/s Ratio Prot | 0.49 | | | c0.56 | c0.01 | |
| v/s Ratio Perm | | 0.03 | | | | 0.00 |
| v/c Ratio | 0.55 | 0.04 | | 0.64 | 0.12 | 0.01 |
| Uniform Delay, d1 | 2.1 | 1.1 | | 2.5 | 64.0 | 63.7 |
| Progression Factor | 1.10 | 0.01 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.6 | 0.0 | | 0.7 | 0.7 | 0.1 |
| Delay (s) | 2.9 | 0.1 | | 3.2 | 64.7 | 63.8 |
| Level of Service | A | A | | A | E | E |
| Approach Delay (s) | 2.8 | | | 3.2 | 64.1 | |
| Approach LOS | A | | | A | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 3.5 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.62 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 11.0 |
| Intersection Capacity Utilization | 64.0% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



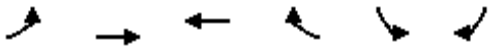
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 1563 | 0 | 5 | 2650 | 0 | 51 | 0 | 4 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | 6.0 | 6.0 | | | 6.0 | | | | |
| Lane Util. Factor | | 0.95 | | 1.00 | 0.95 | | | 1.00 | | | | |
| Frt | | 1.00 | | 1.00 | 1.00 | | | 0.99 | | | | |
| Flt Protected | | 1.00 | | 0.95 | 1.00 | | | 0.96 | | | | |
| Satd. Flow (prot) | | 3438 | | 1719 | 3438 | | | 1712 | | | | |
| Flt Permitted | | 1.00 | | 0.09 | 1.00 | | | 0.74 | | | | |
| Satd. Flow (perm) | | 3438 | | 154 | 3438 | | | 1329 | | | | |
| Peak-hour factor, PHF | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Adj. Flow (vph) | 0 | 1839 | 0 | 6 | 3118 | 0 | 60 | 0 | 5 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 1839 | 0 | 6 | 3118 | 0 | 0 | 63 | 0 | 0 | 0 | 0 |
| Turn Type | pm+pt | | Perm | pm+pt | | Perm | Perm | | | Perm | | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | | 4 | | |
| Actuated Green, G (s) | | 110.1 | | 116.9 | 116.9 | | | 11.5 | | | | |
| Effective Green, g (s) | | 110.1 | | 116.9 | 116.9 | | | 11.5 | | | | |
| Actuated g/C Ratio | | 0.78 | | 0.83 | 0.83 | | | 0.08 | | | | |
| Clearance Time (s) | | 6.0 | | 6.0 | 6.0 | | | 6.0 | | | | |
| Vehicle Extension (s) | | 3.0 | | 3.0 | 3.0 | | | 3.0 | | | | |
| Lane Grp Cap (vph) | | 2696 | | 137 | 2863 | | | 109 | | | | |
| v/s Ratio Prot | | 0.53 | | 0.00 | c0.91 | | | | | | | |
| v/s Ratio Perm | | | | 0.04 | | | | c0.05 | | | | |
| v/c Ratio | | 0.68 | | 0.04 | 1.09 | | | 0.58 | | | | |
| Uniform Delay, d1 | | 7.0 | | 6.5 | 11.8 | | | 62.1 | | | | |
| Progression Factor | | 1.00 | | 1.00 | 1.00 | | | 1.00 | | | | |
| Incremental Delay, d2 | | 0.7 | | 0.1 | 46.7 | | | 7.3 | | | | |
| Delay (s) | | 7.8 | | 6.7 | 58.4 | | | 69.4 | | | | |
| Level of Service | | A | | A | E | | | E | | | | |
| Approach Delay (s) | | 7.8 | | | 58.3 | | | 69.4 | | | 0.0 | |
| Approach LOS | | A | | | E | | | E | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 40.0 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 1.04 | | |
| Actuated Cycle Length (s) | 140.4 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 86.6% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 13 | 1550 | 8 | 0 | 2675 | 0 | 30 | 0 | 30 | 10 | 10 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 6.0 | | | 6.0 | | | 5.0 | | | 5.0 | |
| Lane Util. Factor | 1.00 | 0.95 | | | 0.95 | | | 1.00 | | | 1.00 | |
| Frt | 1.00 | 1.00 | | | 1.00 | | | 0.93 | | | 0.96 | |
| Flt Protected | 0.95 | 1.00 | | | 1.00 | | | 0.98 | | | 0.98 | |
| Satd. Flow (prot) | 1719 | 3436 | | | 3438 | | | 1646 | | | 1700 | |
| Flt Permitted | 0.03 | 1.00 | | | 1.00 | | | 0.87 | | | 0.86 | |
| Satd. Flow (perm) | 56 | 3436 | | | 3438 | | | 1467 | | | 1487 | |
| Peak-hour factor, PHF | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Adj. Flow (vph) | 15 | 1824 | 9 | 0 | 3147 | 0 | 35 | 0 | 35 | 12 | 12 | 12 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 11 | 0 |
| Lane Group Flow (vph) | 15 | 1833 | 0 | 0 | 3147 | 0 | 0 | 45 | 0 | 0 | 25 | 0 |
| Turn Type | pm+pt | | | pm+pt | | | Perm | | | Perm | | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Actuated Green, G (s) | 129.9 | 128.9 | | | 122.3 | | | 10.1 | | | 10.1 | |
| Effective Green, g (s) | 129.9 | 128.9 | | | 122.3 | | | 10.1 | | | 10.1 | |
| Actuated g/C Ratio | 0.87 | 0.86 | | | 0.82 | | | 0.07 | | | 0.07 | |
| Clearance Time (s) | 5.0 | 6.0 | | | 6.0 | | | 5.0 | | | 5.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | | 3.0 | | | 3.0 | |
| Lane Grp Cap (vph) | 66 | 2953 | | | 2803 | | | 99 | | | 100 | |
| v/s Ratio Prot | 0.00 | c0.53 | | | c0.92 | | | | | | | |
| v/s Ratio Perm | 0.19 | | | | | | | c0.03 | | | 0.02 | |
| v/c Ratio | 0.23 | 0.62 | | | 1.12 | | | 0.45 | | | 0.25 | |
| Uniform Delay, d1 | 68.4 | 3.2 | | | 13.8 | | | 67.3 | | | 66.3 | |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | 1.8 | 1.0 | | | 60.6 | | | 3.3 | | | 1.3 | |
| Delay (s) | 70.2 | 4.2 | | | 74.4 | | | 70.6 | | | 67.6 | |
| Level of Service | E | A | | | E | | | E | | | E | |
| Approach Delay (s) | | 4.7 | | | 74.4 | | | 70.6 | | | 67.6 | |
| Approach LOS | | A | | | E | | | E | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 49.1 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 1.03 | | |
| Actuated Cycle Length (s) | 150.0 | Sum of lost time (s) | 11.0 |
| Intersection Capacity Utilization | 88.6% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



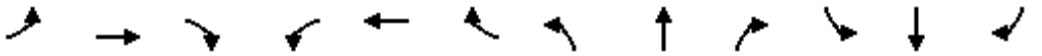
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 128 | 1453 | 2245 | 0 | 21 | 354 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 |
| Lane Util. Factor | 0.97 | 0.95 | 0.95 | | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 1.00 | | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 |
| Satd. Flow (prot) | 3335 | 3438 | 3438 | | 1719 | 1538 |
| Flt Permitted | 0.04 | 1.00 | 1.00 | | 0.95 | 1.00 |
| Satd. Flow (perm) | 143 | 3438 | 3438 | | 1719 | 1538 |
| Peak-hour factor, PHF | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Adj. Flow (vph) | 147 | 1670 | 2580 | 0 | 24 | 407 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 41 |
| Lane Group Flow (vph) | 147 | 1670 | 2580 | 0 | 24 | 366 |
| Turn Type | pm+pt | | | Perm | | Prot |
| Protected Phases | 5 | 2 | 6 | | 4 | 4 |
| Permitted Phases | 2 | | | 6 | 4 | |
| Actuated Green, G (s) | 102.0 | 102.0 | 92.0 | | 26.0 | 26.0 |
| Effective Green, g (s) | 102.0 | 102.0 | 92.0 | | 26.0 | 26.0 |
| Actuated g/C Ratio | 0.73 | 0.73 | 0.66 | | 0.19 | 0.19 |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 195 | 2505 | 2259 | | 319 | 286 |
| v/s Ratio Prot | 0.02 | c0.49 | c0.75 | | 0.01 | c0.24 |
| v/s Ratio Perm | 0.53 | | | | | |
| v/c Ratio | 0.75 | 0.67 | 1.14 | | 0.08 | 1.28 |
| Uniform Delay, d1 | 69.1 | 10.0 | 24.0 | | 47.1 | 57.0 |
| Progression Factor | 1.00 | 1.00 | 0.70 | | 1.00 | 1.00 |
| Incremental Delay, d2 | 15.2 | 1.4 | 66.1 | | 0.1 | 150.4 |
| Delay (s) | 84.3 | 11.5 | 83.0 | | 47.2 | 207.4 |
| Level of Service | F | B | F | | D | F |
| Approach Delay (s) | | 17.3 | 83.0 | | 198.5 | |
| Approach LOS | | B | F | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 68.6 | HCM Level of Service | E |
| HCM Volume to Capacity ratio | 1.18 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 94.0% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 1218 | 63 | 6 | 2050 | 68 | 3 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 1.00 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 3438 | 1538 | 1719 | 3438 | 1719 | 1538 |
| Flt Permitted | 1.00 | 1.00 | 0.13 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 3438 | 1538 | 228 | 3438 | 1719 | 1538 |
| Peak-hour factor, PHF | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Growth Factor (vph) | 100% | 279% | 279% | 100% | 279% | 279% |
| Adj. Flow (vph) | 1467 | 212 | 20 | 2470 | 229 | 10 |
| RTOR Reduction (vph) | 0 | 63 | 0 | 0 | 0 | 8 |
| Lane Group Flow (vph) | 1467 | 149 | 20 | 2470 | 229 | 2 |
| Turn Type | | Perm | pm+pt | | | Perm |
| Protected Phases | 2 | | 1 | 6 | 8 | |
| Permitted Phases | | 2 | 6 | | | 8 |
| Actuated Green, G (s) | 98.5 | 98.5 | 106.9 | 106.9 | 21.1 | 21.1 |
| Effective Green, g (s) | 98.5 | 98.5 | 106.9 | 106.9 | 21.1 | 21.1 |
| Actuated g/C Ratio | 0.70 | 0.70 | 0.76 | 0.76 | 0.15 | 0.15 |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 2419 | 1082 | 200 | 2625 | 259 | 232 |
| v/s Ratio Prot | 0.43 | | 0.00 | c0.72 | c0.13 | |
| v/s Ratio Perm | | 0.10 | 0.07 | | | 0.00 |
| v/c Ratio | 0.61 | 0.14 | 0.10 | 0.94 | 0.88 | 0.01 |
| Uniform Delay, d1 | 10.7 | 6.8 | 7.7 | 13.9 | 58.3 | 50.6 |
| Progression Factor | 0.19 | 0.12 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.9 | 0.2 | 0.2 | 8.3 | 27.9 | 0.0 |
| Delay (s) | 2.9 | 1.0 | 7.9 | 22.2 | 86.2 | 50.6 |
| Level of Service | A | A | A | C | F | D |
| Approach Delay (s) | 2.6 | | | 22.1 | 84.7 | |
| Approach LOS | A | | | C | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 18.1 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.93 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 77.2% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 1769 | 1 | 23 | 1035 | 0 | 0 | 0 | 2 | 0 | 0 | 41 |
| 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) | 0 | 4057 | 2 | 53 | 2374 | 0 | 0 | 0 | 5 | 0 | 0 | 94 |
| 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 | 2374 | | | 4059 | | | 5445 | 6538 | 2030 | 4512 | 6539 | 1187 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 2374 | | | 4059 | | | 5445 | 6538 | 2030 | 4512 | 6539 | 1187 |
| tC, single (s) | 4.2 | | | 4.2 | | | 7.6 | 6.6 | 7.0 | 7.6 | 6.6 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.6 | 4.0 | 3.4 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 100 | | | 0 | | | 0 | 0 | 90 | 0 | 0 | 47 |
| cM capacity (veh/h) | 192 | | | 39 | | | 0 | 0 | 46 | 0 | 0 | 177 |

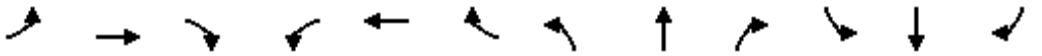
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|
| Volume Total | 2705 | 1355 | 53 | 1582 | 791 | 5 | 94 |
| Volume Left | 0 | 0 | 53 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 2 | 0 | 0 | 0 | 5 | 94 |
| cSH | 1700 | 1700 | 39 | 1700 | 1700 | 46 | 177 |
| Volume to Capacity | 1.59 | 0.80 | 1.36 | 0.93 | 0.47 | 0.10 | 0.53 |
| Queue Length 95th (ft) | 0 | 0 | 135 | 0 | 0 | 8 | 68 |
| Control Delay (s) | 0.0 | 0.0 | 432.6 | 0.0 | 0.0 | 91.3 | 46.5 |
| Lane LOS | | | F | | | F | E |
| Approach Delay (s) | 0.0 | | 9.4 | | | 91.3 | 46.5 |
| Approach LOS | | | | | | F | E |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.2 | | | |
| Intersection Capacity Utilization | 113.2% | ICU Level of Service | | H |
| Analysis Period (min) | 15 | | | |

| Movement | EBT | EBR | WBL | WBT | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1771 | 7 | 0 | 1029 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 3975 | 16 | 0 | 2310 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 1069 | | |
| pX, platoon unblocked | | | | | 0.48 | |
| vC, conflicting volume | | | 3991 | | 5138 | 1996 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 3991 | | 7426 | 1996 |
| tC, single (s) | | | 4.2 | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.6 | 3.4 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 41 | | 0 | 49 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 |
|---|---|---|---|---|
| Volume Total | 2650 | 1341 | 1155 | 1155 |
| Volume Left | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 16 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 1.56 | 0.79 | 0.68 | 0.68 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | | |
| Approach Delay (s) | 0.0 | | 0.0 | |
| Approach LOS | | | | |

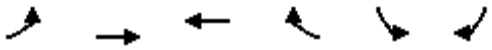
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 107.1% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 43 | 1733 | 0 | 1 | 1001 | 8 | 0 | 0 | 2 | 0 | 0 | 24 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 97 | 3890 | 0 | 2 | 2247 | 18 | 0 | 0 | 4 | 0 | 0 | 54 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 634 | | | | | | | |
| pX, platoon unblocked | 0.48 | | | | | | 0.48 | 0.48 | | 0.48 | 0.48 | 0.48 |
| vC, conflicting volume | 2265 | | | 3890 | | | 5265 | 6352 | 1945 | 4403 | 6343 | 1132 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1455 | | | 3890 | | | 7761 | 10047 | 1945 | 5949 | 10028 | 0 |
| tC, single (s) | 4.2 | | | 4.2 | | | 7.6 | 6.6 | 7.0 | 7.6 | 6.6 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.6 | 4.0 | 3.4 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 55 | | | 95 | | | 100 | 100 | 92 | 100 | 100 | 89 |
| cM capacity (veh/h) | 212 | | | 46 | | | 0 | 0 | 53 | 0 | 0 | 511 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 97 | 2593 | 1297 | 2 | 1498 | 767 | 4 | 54 |
| Volume Left | 97 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 | 18 | 4 | 54 |
| cSH | 212 | 1700 | 1700 | 46 | 1700 | 1700 | 53 | 511 |
| Volume to Capacity | 0.45 | 1.53 | 0.76 | 0.05 | 0.88 | 0.45 | 0.08 | 0.11 |
| Queue Length 95th (ft) | 54 | 0 | 0 | 4 | 0 | 0 | 7 | 9 |
| Control Delay (s) | 35.4 | 0.0 | 0.0 | 88.0 | 0.0 | 0.0 | 79.2 | 12.9 |
| Lane LOS | E | | | F | | | F | B |
| Approach Delay (s) | 0.9 | | | 0.1 | | | 79.2 | 12.9 |
| Approach LOS | | | | | | | F | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.7 | | | |
| Intersection Capacity Utilization | 111.1% | ICU Level of Service | H | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑ | ↑↑↱ | | | ↱ |
| Volume (veh/h) | 0 | 1502 | 794 | 1 | 0 | 5 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Hourly flow rate (vph) | 0 | 3298 | 1744 | 2 | 0 | 11 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | 513 | | | | |
| pX, platoon unblocked | | | | | 0.22 | |
| vC, conflicting volume | 1746 | | | | 3394 | 873 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1746 | | | | 4801 | 873 |
| tC, single (s) | 4.2 | | | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.6 | 3.4 |
| p0 queue free % | 100 | | | | 100 | 96 |
| cM capacity (veh/h) | 343 | | | | 0 | 288 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 1649 | 1649 | 1162 | 583 | 11 |
| Volume Left | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 2 | 11 |
| cSH | 1700 | 1700 | 1700 | 1700 | 288 |
| Volume to Capacity | 0.97 | 0.97 | 0.68 | 0.34 | 0.04 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 3 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 18.0 |
| Lane LOS | | | | | C |
| Approach Delay (s) | 0.0 | | 0.0 | | 18.0 |
| Approach LOS | | | | | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 91.8% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1507 | 10 | 0 | 793 | 0 | 1 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 3344 | 22 | 0 | 1759 | 0 | 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) | 1023 | | | 1090 | | |
| pX, platoon unblocked | | | 0.22 | | 0.39 | 0.22 |
| vC, conflicting volume | | | 3366 | | 4234 | 1683 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 4628 | | 2348 | 0 |
| tC, single (s) | | | 4.2 | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.6 | 3.4 |
| p0 queue free % | | | 100 | | 100 | 99 |
| cM capacity (veh/h) | | | 5 | | 11 | 242 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|---|
| Volume Total | 2229 | 1137 | 880 | 880 | 2 |
| Volume Left | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 22 | 0 | 0 | 2 |
| cSH | 1700 | 1700 | 1700 | 1700 | 242 |
| Volume to Capacity | 1.31 | 0.67 | 0.52 | 0.52 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 1 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 |
| Lane LOS | | | | | C |
| Approach Delay (s) | 0.0 | | 0.0 | | 20.0 |
| Approach LOS | | | | | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 99.4% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1508 | 10 | 13 | 794 | 0 | 21 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 3381 | 22 | 29 | 1780 | 0 | 47 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | 1190 | | | 923 | | |
| pX, platoon unblocked | | | 0.23 | | 0.39 | 0.23 |
| vC, conflicting volume | | | 3404 | | 4341 | 1702 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 4780 | | 2561 | 0 |
| tC, single (s) | | | 4.2 | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.6 | 3.4 |
| p0 queue free % | | | 0 | | 0 | 81 |
| cM capacity (veh/h) | | | 4 | | 0 | 244 |

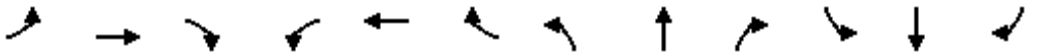
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | NB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 2254 | 1149 | 29 | 890 | 890 | 47 |
| Volume Left | 0 | 0 | 29 | 0 | 0 | 0 |
| Volume Right | 0 | 22 | 0 | 0 | 0 | 47 |
| cSH | 1700 | 1700 | 4 | 1700 | 1700 | 244 |
| Volume to Capacity | 1.33 | 0.68 | 6.75 | 0.52 | 0.52 | 0.19 |
| Queue Length 95th (ft) | 0 | 0 | Err | 0 | 0 | 17 |
| Control Delay (s) | 0.0 | 0.0 | 4180.9 | 0.0 | 0.0 | 23.3 |
| Lane LOS | | | F | | | C |
| Approach Delay (s) | 0.0 | | 67.4 | | | 23.3 |
| Approach LOS | | | | | | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 23.4 | | |
| Intersection Capacity Utilization | 99.5% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1501 | 15 | 0 | 794 | 0 | 7 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Hourly flow rate (vph) | 3296 | 33 | 0 | 1744 | 0 | 15 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 596 | | |
| pX, platoon unblocked | | | | | 0.66 | |
| vC, conflicting volume | | | 3329 | | 4184 | 1664 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 3329 | | 4804 | 1664 |
| tC, single (s) | | | 4.2 | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.6 | 3.4 |
| p0 queue free % | | | 100 | | 100 | 81 |
| cM capacity (veh/h) | | | 78 | | 0 | 83 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|---|
| Volume Total | 2197 | 1132 | 872 | 872 | 15 |
| Volume Left | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 33 | 0 | 0 | 15 |
| cSH | 1700 | 1700 | 1700 | 1700 | 83 |
| Volume to Capacity | 1.29 | 0.67 | 0.51 | 0.51 | 0.19 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 16 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 57.9 |
| Lane LOS | | | | | F |
| Approach Delay (s) | 0.0 | | 0.0 | | 57.9 |
| Approach LOS | | | | | F |

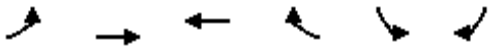
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.2 | | |
| Intersection Capacity Utilization | 99.4% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 1498 | 20 | 0 | 805 | 0 | 0 | 0 | 6 | 0 | 0 | 2 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.97 | 0.97 | 0.92 | 0.92 | 0.97 | 0.97 | 0.92 | 0.92 | 0.92 | 0.97 | 0.92 | 0.97 |
| Hourly flow rate (vph) | 0 | 3289 | 22 | 0 | 1768 | 0 | 0 | 0 | 7 | 0 | 0 | 4 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 381 | | | | | | | |
| pX, platoon unblocked | 0.65 | | | | | | 0.65 | 0.65 | | 0.65 | 0.65 | 0.65 |
| vC, conflicting volume | 1768 | | | 3311 | | | 4189 | 5068 | 1656 | 3419 | 5079 | 884 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1111 | | | 3311 | | | 4822 | 6170 | 1656 | 3642 | 6187 | 0 |
| tC, single (s) | 4.2 | | | 4.2 | | | 7.6 | 6.6 | 7.0 | 7.6 | 6.6 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.6 | 4.0 | 3.4 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 92 | 100 | 100 | 99 |
| cM capacity (veh/h) | 396 | | | 80 | | | 0 | 0 | 84 | 1 | 0 | 701 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 2193 | 1118 | 1178 | 589 | 7 | 4 |
| Volume Left | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 22 | 0 | 0 | 7 | 4 |
| cSH | 1700 | 1700 | 1700 | 1700 | 84 | 701 |
| Volume to Capacity | 1.29 | 0.66 | 0.69 | 0.35 | 0.08 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 6 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 51.3 | 10.2 |
| Lane LOS | | | | | F | B |
| Approach Delay (s) | 0.0 | | 0.0 | | 51.3 | 10.2 |
| Approach LOS | | | | | F | B |

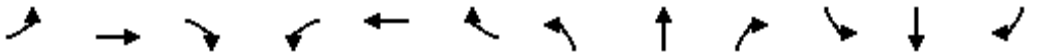
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 98.8% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 0 | 1475 | 770 | 7 | 0 | 3 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 0 | 3342 | 1745 | 16 | 0 | 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) | | 420 | | | | |
| pX, platoon unblocked | | | | | 0.32 | |
| vC, conflicting volume | 1761 | | | | 3424 | 880 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1761 | | | | 4341 | 880 |
| tC, single (s) | 4.2 | | | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.6 | 3.4 |
| p0 queue free % | 100 | | | | 100 | 98 |
| cM capacity (veh/h) | 338 | | | | 0 | 284 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 1671 | 1671 | 1163 | 597 | 7 |
| Volume Left | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 16 | 7 |
| cSH | 1700 | 1700 | 1700 | 1700 | 284 |
| Volume to Capacity | 0.98 | 0.98 | 0.68 | 0.35 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 2 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 18.0 |
| Lane LOS | | | | | C |
| Approach Delay (s) | 0.0 | | 0.0 | | 18.0 |
| Approach LOS | | | | | C |

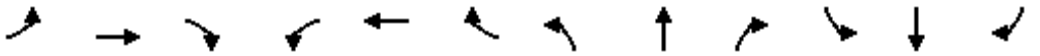
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 90.2% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 89 | 1445 | 110 | 50 | 768 | 12 | 0 | 0 | 86 | 0 | 0 | 25 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Hourly flow rate (vph) | 195 | 3173 | 142 | 64 | 1686 | 26 | 0 | 0 | 111 | 0 | 0 | 55 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | 988 | | | | | | | | | | |
| pX, platoon unblocked | | | | 0.32 | | | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 | |
| vC, conflicting volume | 1713 | | | 3315 | | | 4591 | 5406 | 1587 | 3917 | 5534 | 856 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1713 | | | 3975 | | | 7926 | 10449 | 0 | 5839 | 10847 | 856 |
| tC, single (s) | 4.2 | | | 4.2 | | | 7.6 | 6.6 | 7.0 | 7.6 | 6.6 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.6 | 4.0 | 3.4 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 45 | | | 0 | | | 0 | 0 | 68 | 0 | 0 | 81 |
| cM capacity (veh/h) | 353 | | | 14 | | | 0 | 0 | 347 | 0 | 0 | 295 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 1253 | 2115 | 142 | 64 | 1124 | 588 | 111 | 55 |
| Volume Left | 195 | 0 | 0 | 64 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 142 | 0 | 0 | 26 | 111 | 55 |
| cSH | 353 | 1700 | 1700 | 14 | 1700 | 1700 | 347 | 295 |
| Volume to Capacity | 0.55 | 1.24 | 0.08 | 4.75 | 0.66 | 0.35 | 0.32 | 0.19 |
| Queue Length 95th (ft) | 80 | 0 | 0 | Err | 0 | 0 | 34 | 17 |
| Control Delay (s) | 27.1 | 0.0 | 0.0 | 2246.0 | 0.0 | 0.0 | 20.2 | 20.0 |
| Lane LOS | D | | | F | | | C | C |
| Approach Delay (s) | 9.7 | | | 81.4 | | | 20.2 | 20.0 |
| Approach LOS | | | | | | | C | C |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 33.4 | | | |
| Intersection Capacity Utilization | 143.3% | ICU Level of Service | H | |
| Analysis Period (min) | 15 | | | |

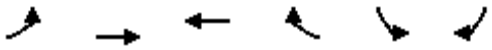


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 1138 | 265 | 0 | 700 | 3 | 0 | 0 | 6 | 0 | 0 | 18 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 0 | 2760 | 643 | 0 | 1698 | 7 | 0 | 0 | 15 | 0 | 0 | 44 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | 807 | | | | | | | | | | |
| pX, platoon unblocked | | | | 0.38 | | | 0.38 | 0.38 | 0.38 | 0.38 | 0.38 | |
| vC, conflicting volume | 1705 | | | 2760 | | | 3653 | 4465 | 1380 | 3096 | 4462 | 853 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1705 | | | 2373 | | | 4708 | 6835 | 0 | 3252 | 6825 | 853 |
| tC, single (s) | 4.2 | | | 4.2 | | | 7.6 | 6.6 | 7.0 | 7.6 | 6.6 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.6 | 4.0 | 3.4 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 96 | 100 | 100 | 85 |
| cM capacity (veh/h) | 356 | | | 74 | | | 0 | 0 | 411 | 1 | 0 | 297 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|
| Volume Total | 1380 | 1380 | 643 | 1132 | 573 | 15 | 44 |
| Volume Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 643 | 0 | 7 | 15 | 44 |
| cSH | 1700 | 1700 | 1700 | 1700 | 1700 | 411 | 297 |
| Volume to Capacity | 0.81 | 0.81 | 0.38 | 0.67 | 0.34 | 0.04 | 0.15 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 3 | 13 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.1 | 19.2 |
| Lane LOS | | | | | | B | C |
| Approach Delay (s) | 0.0 | | | 0.0 | | 14.1 | 19.2 |
| Approach LOS | | | | | | B | C |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.2 | | | |
| Intersection Capacity Utilization | 81.7% | ICU Level of Service | D | |
| Analysis Period (min) | 15 | | | |

Intersection Sign configuration not allowed in HCM analysis.



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑ | ↑↑ | | | ↱ |
| Volume (veh/h) | 0 | 807 | 538 | 0 | 0 | 180 |
| 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) | 0 | 2000 | 1602 | 0 | 0 | 286 |
| 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 | 1602 | | | | 2602 | 801 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1602 | | | | 2602 | 801 |
| tC, single (s) | 4.2 | | | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.6 | 3.4 |
| p0 queue free % | 100 | | | | 100 | 11 |
| cM capacity (veh/h) | 391 | | | | 19 | 321 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 1000 | 1000 | 801 | 801 | 286 |
| Volume Left | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 286 |
| cSH | 1700 | 1700 | 1700 | 1700 | 321 |
| Volume to Capacity | 0.59 | 0.59 | 0.47 | 0.47 | 0.89 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 209 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 62.8 |
| Lane LOS | | | | | F |
| Approach Delay (s) | 0.0 | | 0.0 | | 62.8 |
| Approach LOS | | | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.6 | | |
| Intersection Capacity Utilization | 63.7% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 726 | 1 | 0 | 540 | 0 | 9 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 2072 | 3 | 0 | 1541 | 0 | 26 |
| 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 | | | 2075 | | 2843 | 1036 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 2075 | | 2843 | 1036 |
| tC, single (s) | | | 4.2 | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.6 | 3.4 |
| p0 queue free % | | | 100 | | 100 | 88 |
| cM capacity (veh/h) | | | 254 | | 13 | 223 |

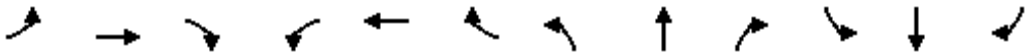
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 1036 | 1036 | 3 | 771 | 771 | 26 |
| Volume Left | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 3 | 0 | 0 | 26 |
| cSH | 1700 | 1700 | 1700 | 1700 | 1700 | 223 |
| Volume to Capacity | 0.61 | 0.61 | 0.00 | 0.45 | 0.45 | 0.12 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 10 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23.2 |
| Lane LOS | | | | | | C |
| Approach Delay (s) | 0.0 | | | 0.0 | | 23.2 |
| Approach LOS | | | | | | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.2 | | |
| Intersection Capacity Utilization | 65.0% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 0 | 0 | 18 | 510 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 0 | 0 | 53 | 1503 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | 1235 | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 0 | | 857 | 0 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 0 | | 857 | 0 |
| tC, single (s) | | | 4.2 | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.6 | 3.4 |
| p0 queue free % | | | 97 | | 100 | 100 |
| cM capacity (veh/h) | | | 1600 | | 281 | 1075 |

| Direction, Lane # | WB 1 | WB 2 | WB 3 | NB 1 |
|---|---|---|---|---|
| Volume Total | 53 | 751 | 751 | 0 |
| Volume Left | 53 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 1600 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.03 | 0.44 | 0.44 | 0.00 |
| Queue Length 95th (ft) | 3 | 0 | 0 | 0 |
| Control Delay (s) | 7.3 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | | A |
| Approach Delay (s) | 0.2 | | | 0.0 |
| Approach LOS | | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.2 | | |
| Intersection Capacity Utilization | 109.4% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 759 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 0 | 2236 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | 1250 | | | | | | | | | | |
| pX, platoon unblocked | | | | 0.63 | | | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 | |
| vC, conflicting volume | 0 | | | 2266 | | | 2263 | 2236 | 1118 | 1118 | 2266 | 0 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | | | 1835 | | | 1830 | 1788 | 14 | 14 | 1835 | 0 |
| tC, single (s) | 4.2 | | | 4.2 | | | 7.6 | 6.6 | 7.0 | 7.6 | 6.6 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.6 | 4.0 | 3.4 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 100 | | | 100 | | | 0 | 100 | 100 | 100 | 0 | 100 |
| cM capacity (veh/h) | 1600 | | | 199 | | | 0 | 49 | 663 | 625 | 46 | 1075 |

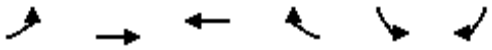
| Direction, Lane # | EB 1 | EB 2 | EB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 1118 | 1118 | 29 | 0 | 53 |
| Volume Left | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 29 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 | 1700 | 46 |
| Volume to Capacity | 0.66 | 0.66 | 0.02 | 0.00 | 1.16 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 123 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 324.3 |
| Lane LOS | | | | A | F |
| Approach Delay (s) | 0.0 | | | 0.0 | 324.3 |
| Approach LOS | | | | A | F |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 7.4 | | | |
| Intersection Capacity Utilization | 104.8% | ICU Level of Service | G | |
| Analysis Period (min) | 15 | | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 754 | 15 | 0 | 0 | 0 | 13 |
| 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) | 2246 | 45 | 0 | 0 | 0 | 39 |
| 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 | | | 2290 | | 2268 | 1145 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 2290 | | 2268 | 1145 |
| tC, single (s) | | | 4.2 | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.6 | 3.4 |
| p0 queue free % | | | 100 | | 100 | 79 |
| cM capacity (veh/h) | | | 208 | | 33 | 188 |

| Direction, Lane # | EB 1 | EB 2 | NB 1 |
|---|---|---|---|
| Volume Total | 1497 | 793 | 39 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 45 | 39 |
| cSH | 1700 | 1700 | 188 |
| Volume to Capacity | 0.88 | 0.47 | 0.21 |
| Queue Length 95th (ft) | 0 | 0 | 19 |
| Control Delay (s) | 0.0 | 0.0 | 29.0 |
| Lane LOS | | | D |
| Approach Delay (s) | 0.0 | | 29.0 |
| Approach LOS | | | D |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.5 | |
| Intersection Capacity Utilization | | 68.4% | ICU Level of Service C |
| Analysis Period (min) | | 15 | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 0 | 0 | 1643 | 12 | 0 | 6 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 0 | 0 | 1711 | 12 | 0 | 6 |
| 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 | 1724 | | | | 1718 | 862 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1724 | | | | 1718 | 862 |
| tC, single (s) | 4.2 | | | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.6 | 3.4 |
| p0 queue free % | 100 | | | | 100 | 98 |
| cM capacity (veh/h) | 350 | | | | 78 | 292 |

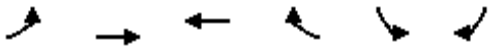
| Direction, Lane # | WB 1 | WB 2 | SB 1 |
|---|---|---|---|
| Volume Total | 1141 | 583 | 6 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 12 | 6 |
| cSH | 1700 | 1700 | 292 |
| Volume to Capacity | 0.67 | 0.34 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 2 |
| Control Delay (s) | 0.0 | 0.0 | 17.6 |
| Lane LOS | | | C |
| Approach Delay (s) | 0.0 | | 17.6 |
| Approach LOS | | | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 55.8% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 2171 | 0 | 0 | 0 | 0 | 3 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 2334 | 0 | 0 | 0 | 0 | 3 |
| 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 | | | 2334 | | 2334 | 1167 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 2334 | | 2334 | 1167 |
| tC, single (s) | | | 4.2 | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.6 | 3.4 |
| p0 queue free % | | | 100 | | 100 | 98 |
| cM capacity (veh/h) | | | 200 | | 30 | 182 |

| Direction, Lane # | EB 1 | EB 2 |
|---|---|---|
| Volume Total | 1556 | 778 |
| Volume Left | 0 | 0 |
| Volume Right | 0 | 0 |
| cSH | 1700 | 1700 |
| Volume to Capacity | 0.92 | 0.46 |
| Queue Length 95th (ft) | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 |
| Lane LOS | | |
| Approach Delay (s) | 0.0 | |
| Approach LOS | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | Err | | |
| Intersection Capacity Utilization | Err% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 0 | 0 | 1675 | 0 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 0 | 0 | 1763 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | 389 | | | |
| pX, platoon unblocked | 0.62 | | | | 0.62 | 0.62 |
| vC, conflicting volume | 1763 | | | | 1763 | 882 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 994 | | | | 994 | 0 |
| tC, single (s) | 4.2 | | | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.6 | 3.4 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 415 | | | | 146 | 663 |

| Direction, Lane # | WB 1 | WB 2 | SB 1 |
|---|---|---|---|
| Volume Total | 1175 | 588 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.69 | 0.35 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | | 49.6% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 2700 | 18 | 0 | 0 | 0 | 18 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 3140 | 21 | 0 | 0 | 0 | 21 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | 595 | | | | | |
| pX, platoon unblocked | | | 0.24 | | 0.24 | 0.24 |
| vC, conflicting volume | | | 3160 | | 3150 | 1580 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 3670 | | 3626 | 0 |
| tC, single (s) | | | 4.2 | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.6 | 3.4 |
| p0 queue free % | | | 100 | | 100 | 92 |
| cM capacity (veh/h) | | | 14 | | 1 | 258 |

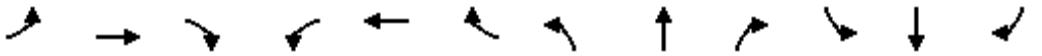
| Direction, Lane # | EB 1 | EB 2 | NB 1 |
|---|---|---|---|
| Volume Total | 2093 | 1067 | 21 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 21 | 21 |
| cSH | 1700 | 1700 | 258 |
| Volume to Capacity | 1.23 | 0.63 | 0.08 |
| Queue Length 95th (ft) | 0 | 0 | 7 |
| Control Delay (s) | 0.0 | 0.0 | 20.2 |
| Lane LOS | | | C |
| Approach Delay (s) | 0.0 | | 20.2 |
| Approach LOS | | | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.1 | |
| Intersection Capacity Utilization | | 85.2% | ICU Level of Service E |
| Analysis Period (min) | | 15 | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 2550 | 91 | 0 | 0 | 0 | 14 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 2965 | 106 | 0 | 0 | 0 | 16 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | 969 | | | | | |
| pX, platoon unblocked | | | 0.24 | | 0.24 | 0.24 |
| vC, conflicting volume | | | 3071 | | 3018 | 1535 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 3292 | | 3074 | 0 |
| tC, single (s) | | | 4.2 | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.6 | 3.4 |
| p0 queue free % | | | 100 | | 100 | 94 |
| cM capacity (veh/h) | | | 20 | | 2 | 261 |

| Direction, Lane # | EB 1 | EB 2 | NB 1 |
|---|---|---|---|
| Volume Total | 1977 | 1094 | 16 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 106 | 16 |
| cSH | 1700 | 1700 | 261 |
| Volume to Capacity | 1.16 | 0.64 | 0.06 |
| Queue Length 95th (ft) | 0 | 0 | 5 |
| Control Delay (s) | 0.0 | 0.0 | 19.7 |
| Lane LOS | | | C |
| Approach Delay (s) | 0.0 | | 19.7 |
| Approach LOS | | | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.1 | |
| Intersection Capacity Utilization | | 83.4% | ICU Level of Service E |
| Analysis Period (min) | | 15 | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 14 | 2200 | 100 | 0 | 1650 | 19 | 0 | 0 | 100 | 0 | 0 | 46 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.89 | 0.89 | 0.89 | 0.89 | 0.92 | 0.89 | 0.92 | 0.89 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 15 | 2472 | 112 | 0 | 1854 | 21 | 0 | 0 | 112 | 0 | 0 | 50 |
| 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 | 1875 | | | 2584 | | | 3479 | 4377 | 1236 | 3233 | 4469 | 927 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1875 | | | 2584 | | | 3479 | 4377 | 1236 | 3233 | 4469 | 927 |
| tC, single (s) | 4.2 | | | 4.2 | | | 7.6 | 6.6 | 7.0 | 7.6 | 6.6 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.6 | 4.0 | 3.4 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 95 | | | 100 | | | 100 | 100 | 31 | 100 | 100 | 81 |
| cM capacity (veh/h) | 305 | | | 158 | | | 2 | 1 | 164 | 1 | 1 | 264 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | EB 4 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 15 | 1236 | 1236 | 112 | 927 | 927 | 21 | 112 | 50 |
| Volume Left | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 112 | 0 | 0 | 21 | 112 | 50 |
| cSH | 305 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 164 | 264 |
| Volume to Capacity | 0.05 | 0.73 | 0.73 | 0.07 | 0.55 | 0.55 | 0.01 | 0.69 | 0.19 |
| Queue Length 95th (ft) | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 17 |
| Control Delay (s) | 17.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 65.1 | 21.8 |
| Lane LOS | C | | | | | | | F | C |
| Approach Delay (s) | 0.1 | | | | 0.0 | | | 65.1 | 21.8 |
| Approach LOS | | | | | | | | F | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.9 | | |
| Intersection Capacity Utilization | 73.7% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

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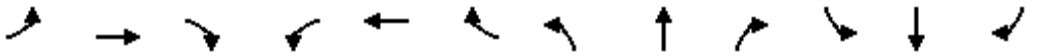
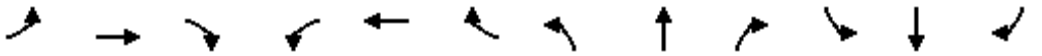
Intersection Sign configuration not allowed in HCM analysis.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 251 | 1496 | 5 | 1 | 803 | 0 | 39 | 11 | 8 | 30 | 0 | 192 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 6.0 | 6.0 | 4.0 | 6.0 | | | 5.0 | 5.0 | | 5.0 | 4.0 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | | | 1.00 | 0.85 | | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | | 0.96 | 1.00 | | 0.95 | 1.00 |
| Satd. Flow (prot) | 3335 | 3438 | 1538 | 1719 | 3438 | | | 1741 | 1538 | | 1719 | 1538 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | | 0.75 | 1.00 | | 0.72 | 1.00 |
| Satd. Flow (perm) | 3335 | 3438 | 1538 | 1719 | 3438 | | | 1351 | 1538 | | 1294 | 1538 |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Growth Factor (vph) | 121% | 211% | 121% | 121% | 213% | 121% | 121% | 121% | 121% | 121% | 121% | 121% |
| Adj. Flow (vph) | 323 | 3358 | 6 | 1 | 1820 | 0 | 50 | 14 | 10 | 39 | 0 | 247 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 323 | 3358 | 6 | 1 | 1820 | 0 | 0 | 64 | 1 | 0 | 39 | 247 |
| Turn Type | Prot | | Perm | Prot | | Perm | Perm | | Perm | Perm | | Over |
| Protected Phases | 1 | 6 | | 5 | 2 | | | 4 | | | 4 | 1 |
| Permitted Phases | | | 6 | | | 2 | 4 | | 4 | 4 | | |
| Actuated Green, G (s) | 38.4 | 110.4 | 110.4 | 4.0 | 76.0 | | | 10.6 | 10.6 | | 10.6 | 38.4 |
| Effective Green, g (s) | 38.4 | 110.4 | 110.4 | 4.0 | 76.0 | | | 10.6 | 10.6 | | 10.6 | 38.4 |
| Actuated g/C Ratio | 0.27 | 0.79 | 0.79 | 0.03 | 0.54 | | | 0.08 | 0.08 | | 0.08 | 0.27 |
| Clearance Time (s) | 4.0 | 6.0 | 6.0 | 4.0 | 6.0 | | | 5.0 | 5.0 | | 5.0 | 4.0 |
| Vehicle Extension (s) | 3.0 | 5.0 | 5.0 | 2.5 | 3.5 | | | 3.0 | 3.0 | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 915 | 2711 | 1213 | 49 | 1866 | | | 102 | 116 | | 98 | 422 |
| v/s Ratio Prot | 0.10 | c0.98 | | 0.00 | c0.53 | | | | | | | 0.16 |
| v/s Ratio Perm | | | 0.00 | | | | | c0.05 | 0.00 | | 0.03 | |
| v/c Ratio | 0.35 | 1.24 | 0.00 | 0.02 | 0.98 | | | 0.63 | 0.01 | | 0.40 | 0.59 |
| Uniform Delay, d1 | 40.8 | 14.8 | 3.1 | 66.1 | 31.1 | | | 62.8 | 59.8 | | 61.7 | 43.9 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 0.84 | 0.56 | | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Incremental Delay, d2 | 1.1 | 110.7 | 0.0 | 0.4 | 11.1 | | | 11.5 | 0.0 | | 2.6 | 5.8 |
| Delay (s) | 41.9 | 125.5 | 3.1 | 55.9 | 28.7 | | | 74.2 | 59.9 | | 64.3 | 49.8 |
| Level of Service | D | F | A | E | C | | | E | E | | E | D |
| Approach Delay (s) | | 118.0 | | | 28.7 | | | 72.3 | | | 51.7 | |
| Approach LOS | | F | | | C | | | E | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 86.5 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.15 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 11.0 |
| Intersection Capacity Utilization | 113.1% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

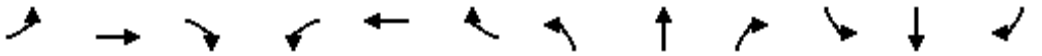
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 30 | 1475 | 105 | 41 | 787 | 4 | 200 | 10 | 48 | 12 | 10 | 9 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | | | 6.0 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 1.00 | 1.00 | | | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | | 1.00 | 0.88 | | | 0.96 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | | 0.98 | |
| Satd. Flow (prot) | 1719 | 3438 | 1538 | 1719 | 3436 | | 1719 | 1586 | | | 1691 | |
| Flt Permitted | 0.08 | 1.00 | 1.00 | 0.04 | 1.00 | | 0.58 | 1.00 | | | 0.82 | |
| Satd. Flow (perm) | 145 | 3438 | 1538 | 79 | 3436 | | 1056 | 1586 | | | 1416 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor (vph) | 213% | 213% | 125% | 125% | 213% | 213% | 125% | 125% | 125% | 213% | 125% | 213% |
| Adj. Flow (vph) | 69 | 3415 | 143 | 56 | 1822 | 9 | 272 | 14 | 65 | 28 | 14 | 21 |
| RTOR Reduction (vph) | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 14 | 0 |
| Lane Group Flow (vph) | 69 | 3415 | 123 | 56 | 1831 | 0 | 272 | 37 | 0 | 0 | 49 | 0 |
| Turn Type | pm+pt | | Perm | pm+pt | | | pm+pt | | | Perm | | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Actuated Green, G (s) | 96.6 | 96.6 | 96.6 | 97.0 | 97.0 | | 20.2 | 20.2 | | | 10.2 | |
| Effective Green, g (s) | 96.6 | 96.6 | 96.6 | 97.0 | 97.0 | | 20.2 | 20.2 | | | 10.2 | |
| Actuated g/C Ratio | 0.69 | 0.69 | 0.69 | 0.69 | 0.69 | | 0.14 | 0.14 | | | 0.07 | |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | | | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | | 3.0 | |
| Lane Grp Cap (vph) | 154 | 2372 | 1061 | 116 | 2381 | | 171 | 229 | | | 103 | |
| v/s Ratio Prot | 0.02 | c0.99 | | 0.02 | c0.53 | | c0.05 | 0.02 | | | | |
| v/s Ratio Perm | 0.29 | | 0.08 | 0.32 | | | c0.18 | | | | 0.03 | |
| v/c Ratio | 0.45 | 1.44 | 0.12 | 0.48 | 0.77 | | 1.59 | 0.16 | | | 0.48 | |
| Uniform Delay, d1 | 29.6 | 21.7 | 7.3 | 67.1 | 14.1 | | 62.2 | 52.5 | | | 62.3 | |
| Progression Factor | 0.54 | 0.51 | 0.27 | 1.10 | 0.97 | | 1.00 | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | 0.2 | 198.1 | 0.0 | 1.6 | 1.3 | | 291.6 | 0.3 | | | 3.5 | |
| Delay (s) | 16.3 | 209.2 | 2.0 | 75.4 | 15.1 | | 353.8 | 52.8 | | | 65.8 | |
| Level of Service | B | F | A | E | B | | F | D | | | E | |
| Approach Delay (s) | | 197.4 | | | 16.8 | | | 286.1 | | | 65.8 | |
| Approach LOS | | F | | | B | | | F | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 143.8 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.44 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 117.4% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

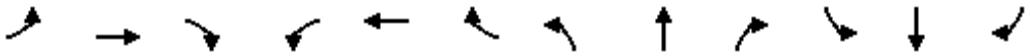
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 76 | 1323 | 75 | 56 | 675 | 50 | 115 | 36 | 20 | 95 | 41 | 8 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 7.0 | 7.0 | 4.0 | 7.0 | 7.0 | 5.0 | 5.5 | | 5.0 | 5.5 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.95 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1719 | 3438 | 1538 | 1719 | 3438 | 1538 | 1719 | 1713 | | 1719 | 1765 | |
| Flt Permitted | 0.06 | 1.00 | 1.00 | 0.05 | 1.00 | 1.00 | 0.00 | 1.00 | | 0.00 | 1.00 | |
| Satd. Flow (perm) | 103 | 3438 | 1538 | 99 | 3438 | 1538 | 0 | 1713 | | 0 | 1765 | |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Growth Factor (vph) | 236% | 213% | 236% | 236% | 228% | 236% | 236% | 236% | 236% | 236% | 236% | 236% |
| Adj. Flow (vph) | 191 | 2998 | 188 | 141 | 1637 | 126 | 289 | 90 | 50 | 239 | 103 | 20 |
| RTOR Reduction (vph) | 0 | 0 | 23 | 0 | 0 | 19 | 0 | 15 | 0 | 0 | 5 | 0 |
| Lane Group Flow (vph) | 191 | 2998 | 165 | 141 | 1637 | 107 | 289 | 125 | 0 | 239 | 118 | 0 |
| Turn Type | pm+pt | | Perm | pm+pt | | Perm | pm+pt | | | pm+pt | | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | 2 | 4 | | | 8 | | |
| Actuated Green, G (s) | 88.0 | 88.0 | 88.0 | 79.0 | 76.0 | 76.0 | 17.0 | 11.5 | | 13.0 | 7.5 | |
| Effective Green, g (s) | 88.0 | 88.0 | 88.0 | 79.0 | 76.0 | 76.0 | 17.0 | 11.5 | | 13.0 | 7.5 | |
| Actuated g/C Ratio | 0.63 | 0.63 | 0.63 | 0.56 | 0.54 | 0.54 | 0.12 | 0.08 | | 0.09 | 0.05 | |
| Clearance Time (s) | 4.0 | 7.0 | 7.0 | 4.0 | 7.0 | 7.0 | 5.0 | 5.5 | | 5.0 | 5.5 | |
| Vehicle Extension (s) | 2.2 | 2.2 | 2.2 | 2.2 | 2.2 | 2.2 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 273 | 2161 | 967 | 125 | 1866 | 835 | 209 | 141 | | 160 | 95 | |
| v/s Ratio Prot | 0.09 | c0.87 | | c0.05 | 0.48 | | c0.17 | 0.07 | | c0.14 | 0.07 | |
| v/s Ratio Perm | 0.35 | | 0.11 | 0.59 | | 0.07 | | | | | | |
| v/c Ratio | 0.70 | 1.39 | 0.17 | 1.13 | 0.88 | 0.13 | 1.38 | 0.89 | | 1.49 | 1.24 | |
| Uniform Delay, d1 | 40.3 | 26.0 | 10.8 | 62.4 | 27.9 | 15.7 | 61.5 | 63.6 | | 63.5 | 66.2 | |
| Progression Factor | 1.25 | 0.39 | 0.07 | 0.72 | 0.44 | 0.20 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1.4 | 174.6 | 0.0 | 104.7 | 4.3 | 0.2 | 199.2 | 43.9 | | 252.2 | 171.9 | |
| Delay (s) | 51.6 | 184.8 | 0.7 | 149.3 | 16.5 | 3.3 | 260.7 | 107.5 | | 315.7 | 238.2 | |
| Level of Service | D | F | A | F | B | A | F | F | | F | F | |
| Approach Delay (s) | | 167.0 | | | 25.5 | | | 210.7 | | | 289.3 | |
| Approach LOS | | F | | | C | | | F | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 133.0 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.37 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 17.0 |
| Intersection Capacity Utilization | 124.4% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

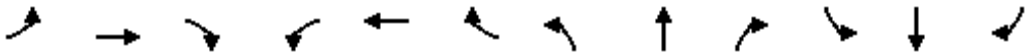
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 0 | 0 | 0 | 434 | 53 | 8 | 140 | 0 | 0 | 125 | 89 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | 6.0 | 6.0 | | 6.0 | | | 6.0 | |
| Lane Util. Factor | | | | | 0.95 | 1.00 | | 1.00 | | | 1.00 | |
| Frt | | | | | 1.00 | 0.85 | | 1.00 | | | 0.94 | |
| Flt Protected | | | | | 1.00 | 1.00 | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | | | | 3438 | 1538 | | 1805 | | | 1708 | |
| Flt Permitted | | | | | 1.00 | 1.00 | | 0.35 | | | 1.00 | |
| Satd. Flow (perm) | | | | | 3438 | 1538 | | 624 | | | 1708 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Growth Factor (vph) | 100% | 100% | 100% | 274% | 274% | 274% | 274% | 274% | 274% | 274% | 274% | 274% |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 1252 | 153 | 23 | 404 | 0 | 0 | 361 | 257 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 0 | 0 | 18 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 1252 | 59 | 0 | 427 | 0 | 0 | 600 | 0 |
| Turn Type | | | | pm+pt | | Perm | Perm | | | | | |
| Protected Phases | | | | 5 | 6 | | | 1 8 | | | 4 | |
| Permitted Phases | | | | 6 | | 6 | 1 8 | | | | | |
| Actuated Green, G (s) | | | | | 54.0 | 54.0 | | 58.0 | | | 33.0 | |
| Effective Green, g (s) | | | | | 54.0 | 54.0 | | 58.0 | | | 33.0 | |
| Actuated g/C Ratio | | | | | 0.39 | 0.39 | | 0.41 | | | 0.24 | |
| Clearance Time (s) | | | | | 6.0 | 6.0 | | | | | 6.0 | |
| Vehicle Extension (s) | | | | | 3.0 | 3.0 | | | | | 3.0 | |
| Lane Grp Cap (vph) | | | | | 1326 | 593 | | 259 | | | 403 | |
| v/s Ratio Prot | | | | | c0.36 | | | | | | 0.35 | |
| v/s Ratio Perm | | | | | | 0.04 | | c0.68 | | | | |
| v/c Ratio | | | | | 0.94 | 0.10 | | 1.65 | | | 1.49 | |
| Uniform Delay, d1 | | | | | 41.5 | 27.5 | | 41.0 | | | 53.5 | |
| Progression Factor | | | | | 0.11 | 0.04 | | 2.00 | | | 1.00 | |
| Incremental Delay, d2 | | | | | 1.9 | 0.0 | | 307.6 | | | 232.5 | |
| Delay (s) | | | | | 6.6 | 1.2 | | 389.6 | | | 286.0 | |
| Level of Service | | | | | A | A | | F | | | F | |
| Approach Delay (s) | | 0.0 | | | 6.0 | | | 389.6 | | | 286.0 | |
| Approach LOS | | A | | | A | | | F | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 143.5 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.31 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 28.0 |
| Intersection Capacity Utilization | 81.0% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

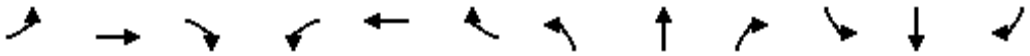
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 145 | 635 | 2 | 0 | 0 | 0 | 0 | 8 | 10 | 125 | 16 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | | | | | 6.0 | | | 6.0 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | | | | | 1.00 | | | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | | | | | 0.92 | | | 1.00 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | | | | | 1.00 | | | 0.96 | |
| Satd. Flow (prot) | 1719 | 3438 | 1538 | | | | | 1673 | | | 1733 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | | | | | 1.00 | | | 0.55 | |
| Satd. Flow (perm) | 1719 | 3438 | 1538 | | | | | 1673 | | | 990 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Growth Factor (vph) | 274% | 274% | 274% | 100% | 100% | 100% | 274% | 274% | 274% | 274% | 274% | 274% |
| Adj. Flow (vph) | 418 | 1831 | 6 | 0 | 0 | 0 | 0 | 23 | 29 | 361 | 46 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 418 | 1831 | 4 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 407 | 0 |
| Turn Type | pm+pt | | Perm | | | | | | | Perm | | |
| Protected Phases | 1 | 2 | | | | | | 8 | | | 4 5 | |
| Permitted Phases | 2 | | 2 | | | | | | | 4 5 | | |
| Actuated Green, G (s) | 79.0 | 54.0 | 54.0 | | | | | 33.0 | | | 43.0 | |
| Effective Green, g (s) | 79.0 | 54.0 | 54.0 | | | | | 33.0 | | | 43.0 | |
| Actuated g/C Ratio | 0.56 | 0.39 | 0.39 | | | | | 0.24 | | | 0.31 | |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | | | | | 6.0 | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | | | | | 3.0 | | | | |
| Lane Grp Cap (vph) | 1044 | 1326 | 593 | | | | | 394 | | | 304 | |
| v/s Ratio Prot | c0.07 | c0.53 | | | | | | 0.02 | | | | |
| v/s Ratio Perm | 0.17 | | 0.00 | | | | | | | | c0.41 | |
| v/c Ratio | 0.40 | 1.38 | 0.01 | | | | | 0.08 | | | 1.34 | |
| Uniform Delay, d1 | 17.6 | 43.0 | 26.5 | | | | | 41.6 | | | 48.5 | |
| Progression Factor | 0.86 | 0.66 | 0.44 | | | | | 1.00 | | | 0.49 | |
| Incremental Delay, d2 | 0.0 | 171.8 | 0.0 | | | | | 0.1 | | | 154.5 | |
| Delay (s) | 15.1 | 200.2 | 11.6 | | | | | 41.7 | | | 178.2 | |
| Level of Service | B | F | B | | | | | D | | | F | |
| Approach Delay (s) | | 165.4 | | | 0.0 | | | 41.7 | | | 178.2 | |
| Approach LOS | | F | | | A | | | D | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 164.9 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.12 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 86.0% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

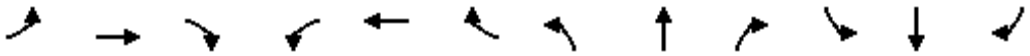
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 0 | 0 | 34 | 1457 | 4 | 32 | 116 | 0 | 0 | 14 | 16 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | 6.0 | 6.0 | 6.0 | | 6.0 | | | 6.0 | |
| Lane Util. Factor | | | | 1.00 | 0.95 | 1.00 | | 1.00 | | | 1.00 | |
| Frt | | | | 1.00 | 1.00 | 0.85 | | 1.00 | | | 0.93 | |
| Flt Protected | | | | 0.95 | 1.00 | 1.00 | | 0.99 | | | 1.00 | |
| Satd. Flow (prot) | | | | 1719 | 3438 | 1538 | | 1790 | | | 1682 | |
| Flt Permitted | | | | 0.95 | 1.00 | 1.00 | | 0.23 | | | 1.00 | |
| Satd. Flow (perm) | | | | 1719 | 3438 | 1538 | | 419 | | | 1682 | |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Growth Factor (vph) | 100% | 100% | 100% | 131% | 100% | 131% | 131% | 131% | 131% | 131% | 131% | 131% |
| Adj. Flow (vph) | 0 | 0 | 0 | 47 | 1550 | 6 | 45 | 162 | 0 | 0 | 20 | 22 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 19 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 47 | 1550 | 4 | 0 | 207 | 0 | 0 | 23 | 0 |
| Turn Type | | | | pm+pt | | Perm | Perm | | | | | |
| Protected Phases | | | | 5 | 6 | | | 1 8 | | | 4 | |
| Permitted Phases | | | | 6 | | 6 | 1 8 | | | | | |
| Actuated Green, G (s) | | | | 61.0 | 57.8 | 57.8 | | 55.0 | | | 18.0 | |
| Effective Green, g (s) | | | | 61.0 | 57.8 | 57.8 | | 55.0 | | | 18.0 | |
| Actuated g/C Ratio | | | | 0.44 | 0.41 | 0.41 | | 0.39 | | | 0.13 | |
| Clearance Time (s) | | | | 6.0 | 6.0 | 6.0 | | | | | 6.0 | |
| Vehicle Extension (s) | | | | 3.0 | 3.0 | 3.0 | | | | | 3.0 | |
| Lane Grp Cap (vph) | | | | 749 | 1419 | 635 | | 165 | | | 216 | |
| v/s Ratio Prot | | | | c0.00 | c0.45 | | | | | | 0.01 | |
| v/s Ratio Perm | | | | 0.03 | | 0.00 | | c0.49 | | | | |
| v/c Ratio | | | | 0.06 | 1.09 | 0.01 | | 1.25 | | | 0.11 | |
| Uniform Delay, d1 | | | | 22.9 | 41.1 | 24.2 | | 42.5 | | | 53.9 | |
| Progression Factor | | | | 0.82 | 0.76 | 0.45 | | 1.50 | | | 1.00 | |
| Incremental Delay, d2 | | | | 0.0 | 42.9 | 0.0 | | 154.1 | | | 0.2 | |
| Delay (s) | | | | 18.7 | 74.2 | 10.9 | | 217.9 | | | 54.1 | |
| Level of Service | | | | B | E | B | | F | | | D | |
| Approach Delay (s) | | 0.0 | | | 72.4 | | | 217.9 | | | 54.1 | |
| Approach LOS | | A | | | E | | | F | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 88.2 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.14 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 24.0 |
| Intersection Capacity Utilization | 67.3% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



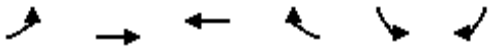
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 96 | 2050 | 63 | 0 | 0 | 0 | 0 | 52 | 11 | 5 | 43 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | | | | | 6.0 | | | 6.0 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | | | | | 1.00 | | | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | | | | | 0.98 | | | 1.00 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | | | | | 1.00 | | | 0.99 | |
| Satd. Flow (prot) | 1719 | 3438 | 1538 | | | | | 1767 | | | 1800 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | | | | | 1.00 | | | 0.97 | |
| Satd. Flow (perm) | 1719 | 3438 | 1538 | | | | | 1767 | | | 1761 | |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Growth Factor (vph) | 131% | 100% | 131% | 100% | 100% | 100% | 131% | 131% | 131% | 131% | 131% | 131% |
| Adj. Flow (vph) | 134 | 2181 | 88 | 0 | 0 | 0 | 0 | 72 | 15 | 7 | 60 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 134 | 2181 | 62 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 67 | 0 |
| Turn Type | pm+pt | | Perm | | | | | | | Perm | | |
| Protected Phases | 1 | 2 | | | | | | 8 | | | 4 5 | |
| Permitted Phases | 2 | | 2 | | | | | | | 4 5 | | |
| Actuated Green, G (s) | 94.8 | 57.8 | 57.8 | | | | | 18.0 | | | 27.2 | |
| Effective Green, g (s) | 94.8 | 57.8 | 57.8 | | | | | 18.0 | | | 27.2 | |
| Actuated g/C Ratio | 0.68 | 0.41 | 0.41 | | | | | 0.13 | | | 0.19 | |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | | | | | 6.0 | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | | | | | 3.0 | | | | |
| Lane Grp Cap (vph) | 1238 | 1419 | 635 | | | | | 227 | | | 342 | |
| v/s Ratio Prot | c0.03 | c0.63 | | | | | | c0.05 | | | | |
| v/s Ratio Perm | 0.05 | | 0.04 | | | | | | | | c0.04 | |
| v/c Ratio | 0.11 | 1.54 | 0.10 | | | | | 0.36 | | | 0.20 | |
| Uniform Delay, d1 | 7.9 | 41.1 | 25.1 | | | | | 55.7 | | | 47.2 | |
| Progression Factor | 0.88 | 0.75 | 0.34 | | | | | 1.00 | | | 1.31 | |
| Incremental Delay, d2 | 0.0 | 242.0 | 0.0 | | | | | 1.0 | | | 0.3 | |
| Delay (s) | 7.0 | 272.8 | 8.5 | | | | | 56.7 | | | 61.9 | |
| Level of Service | A | F | A | | | | | E | | | E | |
| Approach Delay (s) | | 248.3 | | | 0.0 | | | 56.7 | | | 61.9 | |
| Approach LOS | | F | | | A | | | E | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 236.9 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 0.83 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 75.1% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | WBT | WBR | SBT | SBR2 | NEL |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Volume (vph) | 1330 | 374 | 486 | 558 | 609 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 9.0 | 6.5 | 6.5 | 6.5 | 6.0 |
| Lane Util. Factor | 0.95 | 1.00 | 0.95 | 1.00 | 0.97 |
| Frt | 1.00 | 0.85 | 1.00 | 0.85 | 1.00 |
| Flt Protected | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 |
| Satd. Flow (prot) | 3438 | 1538 | 3438 | 1538 | 3335 |
| Flt Permitted | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 |
| Satd. Flow (perm) | 3438 | 1538 | 3438 | 1538 | 3335 |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 1430 | 402 | 523 | 600 | 655 |
| RTOR Reduction (vph) | 0 | 1 | 0 | 79 | 0 |
| Lane Group Flow (vph) | 1430 | 401 | 523 | 521 | 655 |
| Turn Type | | custom | | Perm | |
| Protected Phases | 6 | | 4 | | 5 |
| Permitted Phases | | 4 6 | | 4 | |
| Actuated Green, G (s) | 55.0 | 104.5 | 40.5 | 40.5 | 23.0 |
| Effective Green, g (s) | 55.0 | 95.5 | 40.5 | 40.5 | 23.0 |
| Actuated g/C Ratio | 0.39 | 0.68 | 0.29 | 0.29 | 0.16 |
| Clearance Time (s) | 9.0 | | 6.5 | 6.5 | 6.0 |
| Vehicle Extension (s) | 4.0 | | 6.0 | 6.0 | 2.0 |
| Lane Grp Cap (vph) | 1351 | 1049 | 995 | 445 | 548 |
| v/s Ratio Prot | c0.42 | | 0.15 | | c0.20 |
| v/s Ratio Perm | | 0.26 | | c0.34 | |
| v/c Ratio | 1.06 | 0.38 | 0.53 | 1.17 | 1.20 |
| Uniform Delay, d1 | 42.5 | 9.6 | 41.7 | 49.7 | 58.5 |
| Progression Factor | 0.88 | 0.35 | 1.00 | 1.00 | 1.25 |
| Incremental Delay, d2 | 35.4 | 0.3 | 1.3 | 98.6 | 89.6 |
| Delay (s) | 73.0 | 3.7 | 43.0 | 148.3 | 162.9 |
| Level of Service | E | A | D | F | F |
| Approach Delay (s) | 57.8 | | 99.3 | | 162.9 |
| Approach LOS | E | | F | | F |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 89.8 | HCM Level of Service | F |
| HCM Volume to Capacity ratio | 1.12 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 21.5 |
| Intersection Capacity Utilization | 85.5% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

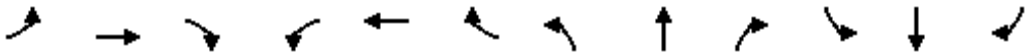


| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 0 | 1838 | 0 | 0 | 486 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 6.5 | |
| Lane Util. Factor | | 0.95 | | | 0.97 | |
| Frt | | 1.00 | | | 1.00 | |
| Flt Protected | | 1.00 | | | 0.95 | |
| Satd. Flow (prot) | | 3438 | | | 3335 | |
| Flt Permitted | | 1.00 | | | 0.95 | |
| Satd. Flow (perm) | | 3438 | | | 3335 | |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 0 | 1976 | 0 | 0 | 523 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 19 | 0 |
| Lane Group Flow (vph) | 0 | 1976 | 0 | 0 | 504 | 0 |
| Turn Type | | | | | | |
| Protected Phases | | 2 | | | 4 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | 87.0 | | | 40.5 | |
| Effective Green, g (s) | | 87.0 | | | 40.5 | |
| Actuated g/C Ratio | | 0.62 | | | 0.29 | |
| Clearance Time (s) | | 6.0 | | | 6.5 | |
| Vehicle Extension (s) | | 3.0 | | | 6.0 | |
| Lane Grp Cap (vph) | | 2136 | | | 965 | |
| v/s Ratio Prot | | c0.57 | | | c0.15 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | 0.93 | | | 0.52 | |
| Uniform Delay, d1 | | 23.6 | | | 41.6 | |
| Progression Factor | | 0.36 | | | 0.02 | |
| Incremental Delay, d2 | | 0.9 | | | 1.1 | |
| Delay (s) | | 9.5 | | | 1.8 | |
| Level of Service | | A | | | A | |
| Approach Delay (s) | | 9.5 | 0.0 | | 1.8 | |
| Approach LOS | | A | A | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 7.9 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.80 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 12.5 |
| Intersection Capacity Utilization | 75.1% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

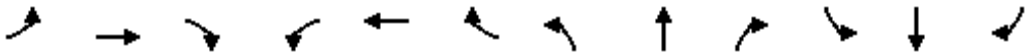
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 0 | 0 | 0 | 1900 | 210 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | 6.0 | 6.0 | |
| Lane Util. Factor | | | | 0.95 | 0.97 | |
| Frt | | | | 1.00 | 1.00 | |
| Flt Protected | | | | 1.00 | 0.95 | |
| Satd. Flow (prot) | | | | 3438 | 3335 | |
| Flt Permitted | | | | 1.00 | 0.95 | |
| Satd. Flow (perm) | | | | 3438 | 3335 | |
| Peak-hour factor, PHF | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 0 | 0 | 0 | 2135 | 236 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 17 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 2135 | 219 | 0 |
| Turn Type | | | | | | |
| Protected Phases | | | | 6 | 5 8 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | | 95.8 | 32.2 | |
| Effective Green, g (s) | | | | 95.8 | 32.2 | |
| Actuated g/C Ratio | | | | 0.68 | 0.23 | |
| Clearance Time (s) | | | | 6.0 | | |
| Vehicle Extension (s) | | | | 3.0 | | |
| Lane Grp Cap (vph) | | | | 2353 | 767 | |
| v/s Ratio Prot | | | | c0.62 | c0.07 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | | 0.91 | 0.29 | |
| Uniform Delay, d1 | | | | 18.4 | 44.4 | |
| Progression Factor | | | | 0.76 | 0.04 | |
| Incremental Delay, d2 | | | | 3.2 | 0.2 | |
| Delay (s) | | | | 17.2 | 1.9 | |
| Level of Service | | | | B | A | |
| Approach Delay (s) | 0.0 | | | 17.2 | 1.9 | |
| Approach LOS | A | | | B | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 15.7 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.75 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 72.5% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



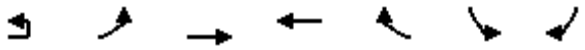
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 23 | 0 | 0 | 14 | 0 | 0 | 0 | 187 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | | | 3.5 | | | | 6.0 | | | | |
| Lane Util. Factor | 1.00 | | | 1.00 | | | | 0.95 | | | | |
| Frt | 1.00 | | | 1.00 | | | | 1.00 | | | | |
| Flt Protected | 0.95 | | | 0.95 | | | | 1.00 | | | | |
| Satd. Flow (prot) | 1719 | | | 1719 | | | | 3438 | | | | |
| Flt Permitted | 0.95 | | | 0.95 | | | | 1.00 | | | | |
| Satd. Flow (perm) | 1719 | | | 1719 | | | | 3438 | | | | |
| Peak-hour factor, PHF | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 26 | 0 | 0 | 16 | 0 | 0 | 0 | 210 | 0 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 2 | 0 | 0 | 16 | 0 | 0 | 0 | 210 | 0 | 0 | 0 | 0 |
| Turn Type | Prot | | | Prot | | | | | | | | |
| Protected Phases | 5 | | | 1 | | | | 8 | | | | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 12.0 | | | 2.7 | | | | 14.2 | | | | |
| Effective Green, g (s) | 12.0 | | | 2.7 | | | | 14.2 | | | | |
| Actuated g/C Ratio | 0.09 | | | 0.02 | | | | 0.10 | | | | |
| Clearance Time (s) | 6.0 | | | 3.5 | | | | 6.0 | | | | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | | | | 3.0 | | | | |
| Lane Grp Cap (vph) | 147 | | | 33 | | | | 349 | | | | |
| v/s Ratio Prot | c0.00 | | | c0.01 | | | | c0.06 | | | | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.02 | | | 0.48 | | | | 0.60 | | | | |
| Uniform Delay, d1 | 58.6 | | | 68.0 | | | | 60.2 | | | | |
| Progression Factor | 1.00 | | | 0.92 | | | | 0.02 | | | | |
| Incremental Delay, d2 | 0.0 | | | 5.5 | | | | 2.5 | | | | |
| Delay (s) | 58.6 | | | 68.3 | | | | 3.8 | | | | |
| Level of Service | E | | | E | | | | A | | | | |
| Approach Delay (s) | | 58.6 | | | 68.3 | | | 3.8 | | | 0.0 | |
| Approach LOS | | E | | | E | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 13.5 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.35 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 111.1 |
| Intersection Capacity Utilization | 17.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



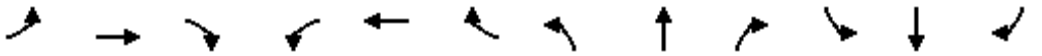
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 2645 | 123 | 0 | 0 | 0 | 0 | 187 | 45 | 0 | 14 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 6.0 | | | | | 6.0 | 6.0 | | 3.5 | |
| Lane Util. Factor | | 0.95 | 1.00 | | | | | 0.95 | 1.00 | | 1.00 | |
| Frt | | 1.00 | 0.85 | | | | | 1.00 | 0.85 | | 1.00 | |
| Flt Protected | | 1.00 | 1.00 | | | | | 1.00 | 1.00 | | 1.00 | |
| Satd. Flow (prot) | | 3438 | 1538 | | | | | 3438 | 1538 | | 1810 | |
| Flt Permitted | | 1.00 | 1.00 | | | | | 1.00 | 1.00 | | 1.00 | |
| Satd. Flow (perm) | | 3438 | 1538 | | | | | 3438 | 1538 | | 1810 | |
| Peak-hour factor, PHF | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 0 | 2972 | 138 | 0 | 0 | 0 | 0 | 210 | 51 | 0 | 16 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 2972 | 116 | 0 | 0 | 0 | 0 | 210 | 28 | 0 | 16 | 0 |
| Turn Type | | | Perm | | | | | | Perm | Split | | |
| Protected Phases | | 2 | | | | | | 8 | | 1 | 1 | |
| Permitted Phases | | | 2 | | | | | | 8 | | | |
| Actuated Green, G (s) | | 107.6 | 107.6 | | | | | 14.2 | 14.2 | | 2.7 | |
| Effective Green, g (s) | | 107.6 | 107.6 | | | | | 14.2 | 14.2 | | 2.7 | |
| Actuated g/C Ratio | | 0.77 | 0.77 | | | | | 0.10 | 0.10 | | 0.02 | |
| Clearance Time (s) | | 6.0 | 6.0 | | | | | 6.0 | 6.0 | | 3.5 | |
| Vehicle Extension (s) | | 3.0 | 3.0 | | | | | 3.0 | 3.0 | | 3.0 | |
| Lane Grp Cap (vph) | | 2642 | 1182 | | | | | 349 | 156 | | 35 | |
| v/s Ratio Prot | | c0.86 | | | | | | c0.06 | | | c0.01 | |
| v/s Ratio Perm | | | 0.08 | | | | | | 0.02 | | | |
| v/c Ratio | | 1.12 | 0.10 | | | | | 0.60 | 0.18 | | 0.46 | |
| Uniform Delay, d1 | | 16.2 | 4.1 | | | | | 60.2 | 57.6 | | 67.9 | |
| Progression Factor | | 0.61 | 0.67 | | | | | 1.00 | 1.00 | | 0.09 | |
| Incremental Delay, d2 | | 60.4 | 0.1 | | | | | 2.9 | 0.5 | | 8.9 | |
| Delay (s) | | 70.3 | 2.8 | | | | | 63.1 | 58.1 | | 14.8 | |
| Level of Service | | E | A | | | | | E | E | | B | |
| Approach Delay (s) | | 67.3 | | | 0.0 | | | 62.1 | | | 14.8 | |
| Approach LOS | | E | | | A | | | E | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 66.6 | HCM Level of Service | E |
| HCM Volume to Capacity ratio | 1.05 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 15.5 |
| Intersection Capacity Utilization | 95.6% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



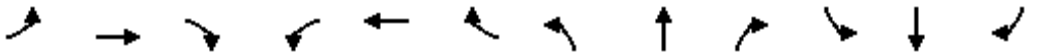
| Movement | EBU | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Volume (vph) | 60 | 264 | 2302 | 1728 | 14 | 50 | 214 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lane Util. Factor | | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | | 1.00 | 1.00 | 1.00 | 0.85 | 1.00 | 0.85 |
| Flt Protected | | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | | 1719 | 3438 | 3438 | 1538 | 1719 | 1538 |
| Flt Permitted | | 0.04 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | | 81 | 3438 | 3438 | 1538 | 1719 | 1538 |
| Peak-hour factor, PHF | 0.92 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 65 | 290 | 2530 | 1899 | 15 | 55 | 235 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 6 | 0 | 151 |
| Lane Group Flow (vph) | 0 | 355 | 2530 | 1899 | 9 | 55 | 84 |
| Turn Type | custom | pm+pt | | | Perm | | Perm |
| Protected Phases | | 5 | 2 | 6 | | 7 | |
| Permitted Phases | 5 | 2 | | | 6 | 7 | 7 |
| Actuated Green, G (s) | | 116.1 | 116.1 | 83.0 | 83.0 | 11.9 | 11.9 |
| Effective Green, g (s) | | 116.1 | 116.1 | 83.0 | 83.0 | 11.9 | 11.9 |
| Actuated g/C Ratio | | 0.83 | 0.83 | 0.59 | 0.59 | 0.08 | 0.08 |
| Clearance Time (s) | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 384 | 2851 | 2038 | 912 | 146 | 131 |
| v/s Ratio Prot | | 0.18 | c0.74 | 0.55 | | 0.03 | |
| v/s Ratio Perm | | c0.58 | | | 0.01 | | c0.05 |
| v/c Ratio | | 0.92 | 0.89 | 0.93 | 0.01 | 0.38 | 0.64 |
| Uniform Delay, d1 | | 48.7 | 7.7 | 25.9 | 11.7 | 60.5 | 62.0 |
| Progression Factor | | 1.07 | 0.90 | 0.59 | 0.67 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 4.0 | 0.4 | 6.8 | 0.0 | 1.6 | 10.3 |
| Delay (s) | | 56.1 | 7.4 | 22.2 | 7.9 | 62.2 | 72.2 |
| Level of Service | | E | A | C | A | E | E |
| Approach Delay (s) | | | 13.4 | 22.1 | | 70.3 | |
| Approach LOS | | | B | C | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 19.9 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.89 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 94.0% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 137 | 2171 | 110 | 130 | 1355 | 113 | 227 | 0 | 119 | 137 | 0 | 113 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 6.0 | 6.0 | 4.0 | 5.0 | 5.0 | 5.0 | 6.0 | | 5.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.85 | | 1.00 | 0.85 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1719 | 3438 | 1538 | 1719 | 3438 | 1538 | 1719 | 1538 | | 1719 | 1538 | |
| Flt Permitted | 0.16 | 1.00 | 1.00 | 0.05 | 1.00 | 1.00 | 0.47 | 1.00 | | 0.41 | 1.00 | |
| Satd. Flow (perm) | 285 | 3438 | 1538 | 92 | 3438 | 1538 | 853 | 1538 | | 734 | 1538 | |
| Peak-hour factor, PHF | 0.96 | 0.96 | 0.92 | 0.92 | 0.96 | 0.96 | 0.92 | 0.92 | 0.92 | 0.96 | 0.92 | 0.96 |
| Adj. Flow (vph) | 143 | 2261 | 120 | 141 | 1411 | 118 | 247 | 0 | 129 | 143 | 0 | 118 |
| RTOR Reduction (vph) | 0 | 0 | 34 | 0 | 0 | 41 | 0 | 78 | 0 | 0 | 109 | 0 |
| Lane Group Flow (vph) | 143 | 2261 | 86 | 141 | 1411 | 77 | 247 | 51 | 0 | 143 | 9 | 0 |
| Turn Type | pm+pt | | Perm | pm+pt | | Perm | pm+pt | | | pm+pt | | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | | 4 | | |
| Actuated Green, G (s) | 92.0 | 91.0 | 91.0 | 90.9 | 90.9 | 90.9 | 16.1 | 10.1 | | 16.1 | 10.1 | |
| Effective Green, g (s) | 92.0 | 91.0 | 91.0 | 90.9 | 90.9 | 90.9 | 16.1 | 10.1 | | 16.1 | 10.1 | |
| Actuated g/C Ratio | 0.66 | 0.65 | 0.65 | 0.65 | 0.65 | 0.65 | 0.12 | 0.07 | | 0.12 | 0.07 | |
| Clearance Time (s) | 5.0 | 6.0 | 6.0 | 4.0 | 5.0 | 5.0 | 5.0 | 6.0 | | 5.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 310 | 2235 | 1000 | 198 | 2232 | 999 | 135 | 111 | | 127 | 111 | |
| v/s Ratio Prot | 0.04 | c0.66 | | c0.06 | 0.41 | | c0.08 | 0.03 | | 0.05 | 0.01 | |
| v/s Ratio Perm | 0.26 | | 0.06 | 0.40 | | 0.05 | c0.13 | | | 0.08 | | |
| v/c Ratio | 0.46 | 1.01 | 0.09 | 0.71 | 0.63 | 0.08 | 1.83 | 0.46 | | 1.13 | 0.08 | |
| Uniform Delay, d1 | 23.2 | 24.5 | 9.1 | 63.8 | 14.6 | 9.1 | 61.3 | 62.3 | | 61.1 | 60.6 | |
| Progression Factor | 0.76 | 0.78 | 0.81 | 1.10 | 1.67 | 4.75 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.6 | 16.7 | 0.1 | 9.0 | 1.1 | 0.1 | 400.7 | 3.0 | | 117.7 | 0.3 | |
| Delay (s) | 18.3 | 35.9 | 7.4 | 79.5 | 25.5 | 43.1 | 462.0 | 65.3 | | 178.8 | 60.9 | |
| Level of Service | B | D | A | E | C | D | F | E | | F | E | |
| Approach Delay (s) | | 33.6 | | | 31.3 | | | 325.9 | | | 125.5 | |
| Approach LOS | | C | | | C | | | F | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 60.5 | HCM Level of Service | E |
| HCM Volume to Capacity ratio | 1.08 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 20.0 |
| Intersection Capacity Utilization | 99.8% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 102 | 2274 | 126 | 46 | 1400 | 18 | 126 | 5 | 46 | 42 | 5 | 37 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 0.87 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1719 | 3438 | 1538 | 1719 | 3438 | 1538 | | 1726 | 1538 | 1719 | 1569 | |
| Flt Permitted | 0.12 | 1.00 | 1.00 | 0.04 | 1.00 | 1.00 | | 0.70 | 1.00 | 0.49 | 1.00 | |
| Satd. Flow (perm) | 209 | 3438 | 1538 | 76 | 3438 | 1538 | | 1269 | 1538 | 878 | 1569 | |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 109 | 2419 | 134 | 49 | 1489 | 19 | 134 | 5 | 49 | 45 | 5 | 39 |
| RTOR Reduction (vph) | 0 | 0 | 36 | 0 | 0 | 6 | 0 | 0 | 27 | 0 | 35 | 0 |
| Lane Group Flow (vph) | 109 | 2419 | 98 | 49 | 1489 | 13 | 0 | 139 | 22 | 45 | 9 | 0 |
| Turn Type | pm+pt | | Perm | pm+pt | | Perm | Perm | | Perm | Perm | | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | 8 | 4 | | |
| Actuated Green, G (s) | 102.8 | 102.8 | 102.8 | 98.0 | 98.0 | 98.0 | | 16.0 | 16.0 | 16.0 | 16.0 | |
| Effective Green, g (s) | 102.8 | 102.8 | 102.8 | 98.0 | 98.0 | 98.0 | | 16.0 | 16.0 | 16.0 | 16.0 | |
| Actuated g/C Ratio | 0.73 | 0.73 | 0.73 | 0.70 | 0.70 | 0.70 | | 0.11 | 0.11 | 0.11 | 0.11 | |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 240 | 2524 | 1129 | 91 | 2407 | 1077 | | 145 | 176 | 100 | 179 | |
| v/s Ratio Prot | 0.03 | c0.70 | | 0.01 | c0.43 | | | | | | 0.01 | |
| v/s Ratio Perm | 0.31 | | 0.06 | 0.36 | | 0.01 | | c0.11 | 0.01 | 0.05 | | |
| v/c Ratio | 0.45 | 0.96 | 0.09 | 0.54 | 0.62 | 0.01 | | 0.96 | 0.12 | 0.45 | 0.05 | |
| Uniform Delay, d1 | 11.0 | 16.7 | 5.3 | 53.8 | 11.1 | 6.4 | | 61.7 | 55.7 | 57.9 | 55.2 | |
| Progression Factor | 1.54 | 1.95 | 3.09 | 0.43 | 0.24 | 0.17 | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.5 | 4.5 | 0.1 | 4.3 | 0.9 | 0.0 | | 61.5 | 0.3 | 3.2 | 0.1 | |
| Delay (s) | 17.4 | 37.0 | 16.4 | 27.5 | 3.5 | 1.1 | | 123.2 | 56.0 | 61.1 | 55.4 | |
| Level of Service | B | D | B | C | A | A | | F | E | E | E | |
| Approach Delay (s) | | 35.1 | | | 4.2 | | | 105.7 | | | 58.3 | |
| Approach LOS | | D | | | A | | | F | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 27.8 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.92 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 95.1% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

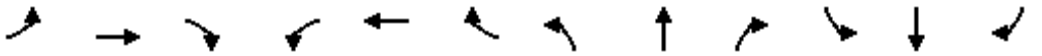
| Movement | WBT | WBR | NBT | SBL | SBR |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Volume (vph) | 1180 | 231 | 59 | 233 | 130 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 5.6 | 5.6 |
| Lane Util. Factor | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 3438 | 1538 | 3438 | 1719 | 1538 |
| Flt Permitted | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 3438 | 1538 | 3438 | 1719 | 1538 |
| Peak-hour factor, PHF | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Growth Factor (vph) | 100% | 242% | 242% | 242% | 242% |
| Adj. Flow (vph) | 1216 | 576 | 147 | 581 | 324 |
| RTOR Reduction (vph) | 0 | 242 | 0 | 0 | 94 |
| Lane Group Flow (vph) | 1216 | 334 | 147 | 581 | 230 |
| Turn Type | | Perm | | Prot | custom |
| Protected Phases | 6 | | 5 | 4 | |
| Permitted Phases | | 6 | 5 | | 4 |
| Actuated Green, G (s) | 62.0 | 62.0 | 8.0 | 52.4 | 52.4 |
| Effective Green, g (s) | 62.0 | 62.0 | 8.0 | 52.4 | 52.4 |
| Actuated g/C Ratio | 0.44 | 0.44 | 0.06 | 0.37 | 0.37 |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | 5.6 | 5.6 |
| Vehicle Extension (s) | 5.0 | 5.0 | 4.0 | 4.0 | 4.0 |
| Lane Grp Cap (vph) | 1523 | 681 | 196 | 643 | 576 |
| v/s Ratio Prot | c0.35 | | c0.04 | c0.34 | |
| v/s Ratio Perm | | 0.22 | | | 0.15 |
| v/c Ratio | 0.80 | 0.49 | 0.75 | 0.90 | 0.40 |
| Uniform Delay, d1 | 33.6 | 27.7 | 65.0 | 41.4 | 32.2 |
| Progression Factor | 0.92 | 0.65 | 1.03 | 1.00 | 1.00 |
| Incremental Delay, d2 | 4.0 | 2.3 | 7.0 | 16.4 | 0.6 |
| Delay (s) | 34.9 | 20.2 | 74.2 | 57.8 | 32.8 |
| Level of Service | C | C | E | E | C |
| Approach Delay (s) | 30.2 | | 74.2 | | |
| Approach LOS | C | | E | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 38.4 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.84 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 17.6 |
| Intersection Capacity Utilization | 83.0% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 2867 | 13 | 13 | 1768 | 72 | 9 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 5.0 | 5.0 |
| Lane Util. Factor | 0.95 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 1.00 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 3438 | 1538 | 1719 | 4940 | 1719 | 1538 |
| Flt Permitted | 1.00 | 1.00 | 0.03 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 3438 | 1538 | 62 | 4940 | 1719 | 1538 |
| Peak-hour factor, PHF | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 3186 | 14 | 14 | 1964 | 80 | 10 |
| RTOR Reduction (vph) | 0 | 2 | 0 | 0 | 0 | 5 |
| Lane Group Flow (vph) | 3186 | 12 | 14 | 1964 | 80 | 5 |
| Turn Type | | Perm | Perm | | | Perm |
| Protected Phases | 2 | | | 6 | 8 | |
| Permitted Phases | | 2 | 6 | | | 8 |
| Actuated Green, G (s) | 117.3 | 117.3 | 117.3 | 117.3 | 11.7 | 11.7 |
| Effective Green, g (s) | 117.3 | 117.3 | 117.3 | 117.3 | 11.7 | 11.7 |
| Actuated g/C Ratio | 0.84 | 0.84 | 0.84 | 0.84 | 0.08 | 0.08 |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 5.0 | 5.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 2881 | 1289 | 52 | 4139 | 144 | 129 |
| v/s Ratio Prot | c0.93 | | | 0.40 | c0.05 | |
| v/s Ratio Perm | | 0.01 | 0.23 | | | 0.00 |
| v/c Ratio | 1.11 | 0.01 | 0.27 | 0.47 | 0.56 | 0.04 |
| Uniform Delay, d1 | 11.4 | 1.9 | 2.4 | 3.1 | 61.7 | 59.0 |
| Progression Factor | 1.87 | 1.10 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 51.5 | 0.0 | 12.3 | 0.4 | 4.6 | 0.1 |
| Delay (s) | 72.7 | 2.0 | 14.7 | 3.4 | 66.2 | 59.1 |
| Level of Service | E | A | B | A | E | E |
| Approach Delay (s) | 72.4 | | | 3.5 | 65.4 | |
| Approach LOS | E | | | A | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 46.4 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 1.06 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 11.0 |
| Intersection Capacity Utilization | 92.4% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

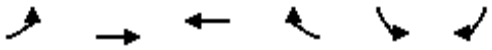


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 2863 | 34 | 0 | 1977 | 9 | 13 | 0 | 4 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | | | | |
| Lane Util. Factor | | 0.95 | 1.00 | | 0.95 | 1.00 | | 1.00 | | | | |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | | 0.97 | | | | |
| Flt Protected | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.96 | | | | |
| Satd. Flow (prot) | | 3438 | 1538 | | 3438 | 1538 | | 1690 | | | | |
| Flt Permitted | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.77 | | | | |
| Satd. Flow (perm) | | 3438 | 1538 | | 3438 | 1538 | | 1358 | | | | |
| Peak-hour factor, PHF | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 0 | 3146 | 37 | 0 | 2173 | 10 | 14 | 0 | 4 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 3146 | 32 | 0 | 2173 | 9 | 0 | 14 | 0 | 0 | 0 | 0 |
| Turn Type | pm+pt | | Perm | pm+pt | | Perm | Perm | | | Perm | | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | | 4 | | |
| Actuated Green, G (s) | | 112.0 | 112.0 | | 112.0 | 112.0 | | 7.0 | | | | |
| Effective Green, g (s) | | 112.0 | 112.0 | | 112.0 | 112.0 | | 7.0 | | | | |
| Actuated g/C Ratio | | 0.85 | 0.85 | | 0.85 | 0.85 | | 0.05 | | | | |
| Clearance Time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | | | | |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | | | | |
| Lane Grp Cap (vph) | | 2939 | 1315 | | 2939 | 1315 | | 73 | | | | |
| v/s Ratio Prot | | c0.92 | | | 0.63 | | | | | | | |
| v/s Ratio Perm | | | 0.02 | | | 0.01 | | c0.01 | | | | |
| v/c Ratio | | 1.07 | 0.02 | | 0.74 | 0.01 | | 0.19 | | | | |
| Uniform Delay, d1 | | 9.5 | 1.4 | | 3.7 | 1.4 | | 59.3 | | | | |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | |
| Incremental Delay, d2 | | 39.2 | 0.0 | | 1.0 | 0.0 | | 1.3 | | | | |
| Delay (s) | | 48.7 | 1.4 | | 4.7 | 1.4 | | 60.6 | | | | |
| Level of Service | | D | A | | A | A | | E | | | | |
| Approach Delay (s) | | 48.2 | | | 4.7 | | | 60.6 | | | 0.0 | |
| Approach LOS | | D | | | A | | | E | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 30.6 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 1.02 | | |
| Actuated Cycle Length (s) | 131.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 92.5% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 2854 | 51 | 13 | 1964 | 9 | 68 | 0 | 61 | 10 | 10 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | 6.0 | 6.0 | | | 5.0 | | | 5.0 | |
| Lane Util. Factor | | 0.95 | | 1.00 | 0.95 | | | 1.00 | | | 1.00 | |
| Frt | | 1.00 | | 1.00 | 1.00 | | | 0.94 | | | 0.96 | |
| Flt Protected | | 1.00 | | 0.95 | 1.00 | | | 0.97 | | | 0.98 | |
| Satd. Flow (prot) | | 3429 | | 1719 | 3436 | | | 1651 | | | 1700 | |
| Flt Permitted | | 1.00 | | 0.04 | 1.00 | | | 0.83 | | | 0.88 | |
| Satd. Flow (perm) | | 3429 | | 64 | 3436 | | | 1408 | | | 1517 | |
| Peak-hour factor, PHF | 0.92 | 0.91 | 0.92 | 0.92 | 0.91 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 3136 | 55 | 14 | 2158 | 10 | 74 | 0 | 66 | 11 | 11 | 11 |
| RTOR Reduction (vph) | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 10 | 0 |
| Lane Group Flow (vph) | 0 | 3190 | 0 | 14 | 2168 | 0 | 0 | 136 | 0 | 0 | 23 | 0 |
| Turn Type | pm+pt | | | D.Pm | | | Perm | | | Perm | | |
| Protected Phases | 7 | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 4 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | | 112.5 | | 112.5 | 112.5 | | | 16.5 | | | 16.5 | |
| Effective Green, g (s) | | 112.5 | | 112.5 | 112.5 | | | 16.5 | | | 16.5 | |
| Actuated g/C Ratio | | 0.80 | | 0.80 | 0.80 | | | 0.12 | | | 0.12 | |
| Clearance Time (s) | | 6.0 | | 6.0 | 6.0 | | | 5.0 | | | 5.0 | |
| Vehicle Extension (s) | | 3.0 | | 3.0 | 3.0 | | | 3.0 | | | 3.0 | |
| Lane Grp Cap (vph) | | 2755 | | 51 | 2761 | | | 166 | | | 179 | |
| v/s Ratio Prot | | c0.93 | | | 0.63 | | | | | | | |
| v/s Ratio Perm | | | | 0.22 | | | | c0.10 | | | 0.02 | |
| v/c Ratio | | 1.16 | | 0.27 | 0.79 | | | 0.82 | | | 0.13 | |
| Uniform Delay, d1 | | 13.7 | | 3.5 | 7.3 | | | 60.3 | | | 55.3 | |
| Progression Factor | | 1.00 | | 1.07 | 0.92 | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | 75.6 | | 1.8 | 1.0 | | | 34.9 | | | 1.5 | |
| Delay (s) | | 89.3 | | 5.6 | 7.7 | | | 95.2 | | | 56.8 | |
| Level of Service | | F | | A | A | | | F | | | E | |
| Approach Delay (s) | | 89.3 | | | 7.7 | | | 95.2 | | | 56.8 | |
| Approach LOS | | F | | | A | | | F | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 57.2 | HCM Level of Service | E |
| HCM Volume to Capacity ratio | 1.11 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 11.0 |
| Intersection Capacity Utilization | 101.9% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 350 | 2616 | 1934 | 30 | 25 | 128 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.97 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 1.00 | 0.85 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 3335 | 3438 | 3438 | 1538 | 1719 | 1538 |
| Flt Permitted | 0.06 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 205 | 3438 | 3438 | 1538 | 1719 | 1538 |
| Peak-hour factor, PHF | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Adj. Flow (vph) | 361 | 2697 | 1994 | 31 | 26 | 132 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 7 | 0 | 124 |
| Lane Group Flow (vph) | 361 | 2697 | 1994 | 24 | 26 | 8 |
| Turn Type | pm+pt | | | Perm | | custom |
| Protected Phases | 5 | 2 | 6 | | | |
| Permitted Phases | 2 | | | 6 | 4 | 4 |
| Actuated Green, G (s) | 119.8 | 119.8 | 101.8 | 101.8 | 8.2 | 8.2 |
| Effective Green, g (s) | 119.8 | 119.8 | 101.8 | 101.8 | 8.2 | 8.2 |
| Actuated g/C Ratio | 0.86 | 0.86 | 0.73 | 0.73 | 0.06 | 0.06 |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 444 | 2942 | 2500 | 1118 | 101 | 90 |
| v/s Ratio Prot | 0.07 | c0.78 | 0.58 | | | |
| v/s Ratio Perm | 0.63 | | | 0.02 | c0.02 | 0.01 |
| v/c Ratio | 0.81 | 0.92 | 0.80 | 0.02 | 0.26 | 0.09 |
| Uniform Delay, d1 | 33.1 | 6.8 | 12.4 | 5.3 | 63.0 | 62.4 |
| Progression Factor | 0.69 | 0.10 | 0.76 | 0.35 | 1.00 | 1.00 |
| Incremental Delay, d2 | 1.1 | 0.6 | 2.0 | 0.0 | 1.4 | 0.4 |
| Delay (s) | 24.0 | 1.3 | 11.5 | 1.9 | 64.3 | 62.8 |
| Level of Service | C | A | B | A | E | E |
| Approach Delay (s) | | 4.0 | 11.4 | | 63.0 | |
| Approach LOS | | A | B | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 8.6 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.87 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 85.6% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 2400 | 67 | 8 | 1742 | 58 | 4 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 1.00 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 3438 | 1538 | 1719 | 3438 | 1719 | 1538 |
| Flt Permitted | 1.00 | 1.00 | 0.04 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 3438 | 1538 | 67 | 3438 | 1719 | 1538 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Growth Factor (vph) | 100% | 279% | 279% | 100% | 279% | 279% |
| Adj. Flow (vph) | 2526 | 197 | 23 | 1834 | 170 | 12 |
| RTOR Reduction (vph) | 0 | 53 | 0 | 0 | 0 | 11 |
| Lane Group Flow (vph) | 2526 | 144 | 23 | 1834 | 170 | 1 |
| Turn Type | | Perm | pm+pt | | | Perm |
| Protected Phases | 2 | | 1 | 6 | 8 | |
| Permitted Phases | | 2 | 6 | | | 8 |
| Actuated Green, G (s) | 102.3 | 102.3 | 110.7 | 110.7 | 17.3 | 17.3 |
| Effective Green, g (s) | 102.3 | 102.3 | 110.7 | 110.7 | 17.3 | 17.3 |
| Actuated g/C Ratio | 0.73 | 0.73 | 0.79 | 0.79 | 0.12 | 0.12 |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 2512 | 1124 | 81 | 2718 | 212 | 190 |
| v/s Ratio Prot | c0.73 | | 0.00 | c0.53 | c0.10 | |
| v/s Ratio Perm | | 0.09 | 0.22 | | | 0.00 |
| v/c Ratio | 1.01 | 0.13 | 0.28 | 0.67 | 0.80 | 0.01 |
| Uniform Delay, d1 | 18.9 | 5.6 | 61.7 | 6.6 | 59.7 | 53.8 |
| Progression Factor | 0.80 | 2.22 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 12.7 | 0.1 | 1.9 | 1.4 | 19.2 | 0.0 |
| Delay (s) | 27.8 | 12.5 | 63.6 | 7.9 | 78.9 | 53.8 |
| Level of Service | C | B | E | A | E | D |
| Approach Delay (s) | 26.7 | | | 8.6 | 77.3 | |
| Approach LOS | C | | | A | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 21.6 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.94 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 85.3% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

# Arterial LOS

## Arterial Level of Service: EB US 50 #1

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|---|---|---|---|---|---|
| Grand Mesa Ave | 1 | 55.2 | 66.5 | 0.1 | 11 |
| Gunnison Blvd | 6 | 12.4 | 16.3 | 0.0 | 11 |
| Santa Clara Ave | 8 | 8.9 | 15.5 | 0.1 | 19 |
| Unaweep Ave | 11 | 6.6 | 16.0 | 0.1 | 27 |
| | 121 | 1.0 | 5.5 | 0.1 | 37 |
| James St | 14 | 0.3 | 3.7 | 0.0 | 40 |
| Green Acre 1 | 107 | 0.6 | 8.4 | 0.1 | 41 |
| Elm Park | 15 | 0.3 | 2.8 | 0.0 | 41 |
| Green Acre 2 | 19 | 0.6 | 5.7 | 0.1 | 39 |
| Aspen St | 24 | 0.6 | 3.7 | 0.0 | 40 |
| Palmer St | 20 | 4.6 | 10.1 | 0.1 | 27 |
| Palisade St | 27 | 1.6 | 7.7 | 0.1 | 37 |
| Linden Ave | 28 | 1.1 | 10.0 | 0.1 | 39 |
| 27 Rd | 32 | 12.2 | 35.5 | 0.3 | 30 |
| Dorothy Ave | 35 | 3.3 | 15.3 | 0.2 | 36 |
| EB Off-Ramp | 38 | 0.3 | 5.6 | 0.1 | 43 |
| EB On-Ramp | 40 | 0.4 | 9.4 | 0.1 | 45 |
| Frontage Rd | 43 | 0.7 | 17.0 | 0.2 | 42 |
| US 50 EB #2 | 117 | 0.2 | 4.4 | 0.1 | 43 |
| Total | | 110.8 | 259.1 | 1.9 | 28 |

## Arterial Level of Service: WB US 50 #1

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|---|---|---|---|---|---|
| Frontage Rd | 43 | 0.7 | 4.7 | 0.1 | 40 |
| WB On-Ramp | 40 | 4.0 | 19.3 | 0.2 | 37 |
| EB Off-Ramp | 38 | 6.5 | 15.8 | 0.1 | 27 |
| Dorothy Ave | 35 | 6.4 | 12.5 | 0.1 | 19 |
| 27 Rd | 32 | 39.6 | 51.9 | 0.2 | 11 |
| | 28 | 17.1 | 39.0 | 0.3 | 27 |
| Palisade St | 27 | 13.6 | 23.0 | 0.1 | 22 |
| Palmer St | 20 | 11.9 | 18.1 | 0.1 | 16 |
| Aspen St | 24 | 4.6 | 10.3 | 0.1 | 25 |
| Green Acre 2 | 19 | 1.6 | 4.5 | 0.0 | 33 |
| Elm Park | 15 | 3.7 | 9.0 | 0.1 | 25 |
| Green Acre 1 | 107 | 1.6 | 4.1 | 0.0 | 28 |
| James St | 14 | 8.0 | 15.8 | 0.1 | 22 |
| | 121 | 4.5 | 7.7 | 0.0 | 19 |
| Unaweep Ave | 11 | 9.4 | 13.4 | 0.1 | 15 |
| Santa Clara Ave | 8 | 17.4 | 26.9 | 0.1 | 23 |
| Gunnison Blvd | 6 | 7.9 | 14.3 | 0.1 | 24 |
| Grand Mesa Ave | 1 | 2.3 | 6.7 | 0.0 | 27 |
| Total | | 160.8 | 297.1 | 1.7 | 22 |

## Arterial Level of Service: WB US 50 WB #3

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|---|---|---|---|---|---|
| | 138 | 75.0 | 83.8 | 0.1 | 7 |
| Sundance Dr | 71 | 24.4 | 30.8 | 0.1 | 9 |
| 29 Rd | 68 | 25.6 | 34.0 | 0.1 | 12 |
| Reta Dr | 66 | 3.5 | 9.0 | 0.1 | 30 |
| Elm Dr | 64 | 1.3 | 16.7 | 0.2 | 41 |
| Dee Vee Dr | 62 | 0.1 | 2.0 | 0.0 | 45 |
| Indiana St | 61 | 0.4 | 4.5 | 0.1 | 45 |
| Tennessee St | 59 | 0.6 | 5.8 | 0.1 | 48 |
| 28 1/2 Rd | 51 | 9.3 | 22.7 | 0.2 | 33 |
| Fairgrounds | 49 | 7.8 | 46.8 | 0.6 | 47 |
| | 127 | 1.6 | 10.3 | 0.1 | 38 |
| 27 3/4 Rd | 46 | 41.4 | 51.1 | 0.1 | 10 |
| | 130 | 5.3 | 13.6 | 0.1 | 28 |
| US 50 EB #2 | 117 | 2.1 | 15.2 | 0.2 | 38 |
| Total | | 198.5 | 346.4 | 2.0 | 23 |

## Arterial Level of Service: EB US 50 EB #2

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|---|---|---|---|---|---|
| 27 3/4 Rd | 110 | 15.9 | 37.0 | 0.3 | 25 |
| Fairgrounds | 109 | 4.1 | 22.7 | 0.2 | 37 |
| | 136 | 0.4 | 4.8 | 0.1 | 45 |
| KOA | 112 | 1.7 | 18.3 | 0.2 | 49 |
| 28 1/2 Rd | 54 | 23.1 | 42.2 | 0.3 | 25 |
| Rainbow Dr | 113 | 5.1 | 14.6 | 0.2 | 40 |
| Dee Vee Dr | 115 | 1.6 | 13.8 | 0.2 | 50 |
| Reta Dr | 56 | 2.5 | 19.1 | 0.2 | 40 |
| 29 Rd | 116 | 12.1 | 18.5 | 0.1 | 16 |
| | 133 | 5.2 | 9.3 | 0.1 | 27 |
| Sundance Dr | 114 | 6.6 | 11.3 | 0.1 | 18 |
| Redrock Rd | 118 | 3.1 | 12.3 | 0.1 | 33 |
| 29 1/4 Rd | 119 | 1.9 | 6.9 | 0.1 | 39 |
| US 50 WB # 3 | 120 | 1.4 | 13.3 | 0.1 | 40 |
| Total | | 84.7 | 244.1 | 2.2 | 33 |

## Arterial Level of Service: EB US 50 #4

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|---|---|---|---|---|---|
| 29 1/2 Rd | 78 | 1.3 | 10.1 | 0.1 | 46 |
| | 131 | 0.9 | 7.2 | 0.1 | 48 |
| 29 3/4 Rd | 80 | 10.8 | 24.2 | 0.2 | 31 |
| 30 Rd | 84 | 7.1 | 25.8 | 0.3 | 40 |
| S Frontage Rd | 85 | 2.9 | 24.4 | 0.3 | 48 |
| | 124 | 1.8 | 24.2 | 0.3 | 50 |
| 31 Rd | 87 | 3.4 | 12.3 | 0.1 | 40 |
| US 50 EB #5 | 134 | 5.0 | 37.2 | 0.5 | 46 |
| Total | | 33.1 | 165.5 | 2.0 | 44 |

## Arterial Level of Service: WB US 50 #4

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|---|---|---|---|---|---|
| 31 Rd | 87 | 12.5 | 43.6 | 0.5 | 40 |
| | 124 | 2.7 | 11.8 | 0.1 | 42 |
| S Frontage Rd | 85 | 3.8 | 26.2 | 0.3 | 47 |
| 30 Rd | 84 | 7.4 | 29.2 | 0.3 | 41 |
| 29 3/4 Rd | 80 | 17.9 | 36.3 | 0.3 | 29 |
| | 131 | 45.1 | 58.9 | 0.2 | 13 |
| 29 1/2 Rd | 78 | 29.0 | 35.3 | 0.1 | 10 |
| US 50 WB # 3 | 120 | 182.4 | 192.7 | 0.1 | 9 |
| Total | | 300.8 | 434.0 | 2.0 | 25 |

## Arterial Level of Service: WB US 50 WB #6

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|---|---|---|---|---|---|
| 141B | 90 | 53.8 | 62.1 | 0.1 | 7 |
| US 50 EB #5 | 134 | 10.1 | 20.2 | 0.1 | 27 |
| Total | | 63.9 | 82.4 | 0.3 | 12 |

## Arterial Level of Service: EB US 50 #7

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|---|---|---|---|---|---|
| | 111 | 0.0 | 0.0 | 0.1 | |
| CDOT | 92 | 1.5 | 7.5 | 0.1 | 52 |
| | 122 | 2.2 | 33.9 | 0.5 | 51 |
| | 137 | 3.0 | 37.4 | 0.5 | 50 |
| Willow Bend Rd | 94 | 3.7 | 13.7 | 0.2 | 40 |
| | 132 | 1.6 | 13.8 | 0.2 | 39 |
| 3247 | 97 | 3.0 | 37.8 | 0.5 | 50 |
| 1st St | 100 | 0.6 | 5.6 | 0.1 | 53 |
| 3rd St | 102 | 11.8 | 30.3 | 0.3 | 32 |
| SH 141A | 104 | 4.9 | 15.6 | 0.2 | 40 |
| | 72 | 0.8 | 10.9 | 0.1 | 41 |
| Total | | 33.2 | 206.3 | 2.7 | 47 |

## Arterial Level of Service: WB US 50 #7

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|---|---|---|---|---|---|
| | 72 | 29.8 | 35.0 | 0.1 | 14 |
| SH 141A | 104 | 33.9 | 42.7 | 0.1 | 10 |
| 3rd St | 102 | 52.0 | 62.9 | 0.2 | 10 |
| 1st St | 100 | 13.5 | 32.0 | 0.3 | 30 |
| 3247 | 97 | 2.2 | 7.4 | 0.1 | 43 |
| | 132 | 7.1 | 49.3 | 0.5 | 38 |
| Willow Bend Rd | 94 | 7.5 | 17.9 | 0.2 | 30 |
| | 137 | 5.4 | 15.6 | 0.2 | 35 |
| | 122 | 7.5 | 41.8 | 0.5 | 45 |
| CDOT | 92 | 50.6 | 82.3 | 0.5 | 21 |
| | 111 | 30.4 | 36.9 | 0.1 | 9 |
| US 50 EB #5 | 125 | 45.6 | 53.7 | 0.1 | 8 |
| Total | | 285.6 | 477.6 | 2.8 | 22 |

## Arterial Level of Service: EB US 50 EB #5

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|---|---|---|---|---|---|
| | 139 | 0.8 | 4.1 | 0.0 | 41 |
| | 140 | 2.4 | 11.9 | 0.1 | 45 |
| US 50 #7 | 125 | 1.1 | 7.3 | 0.1 | 40 |
| Total | | 4.3 | 23.4 | 0.3 | 43 |

## Arterial Level of Service: EB US 50 #1

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|---|---|---|---|---|---|
| Grand Mesa Ave | 1 | 703.1 | 714.0 | 0.1 | 11 |
| Gunnison Blvd | 6 | 10.0 | 13.9 | 0.0 | 13 |
| Santa Clara Ave | 8 | 17.4 | 23.9 | 0.1 | 14 |
| Unaweep Ave | 11 | 24.9 | 34.6 | 0.1 | 12 |
| | 121 | 6.2 | 10.7 | 0.1 | 19 |
| James St | 14 | 4.0 | 7.3 | 0.0 | 20 |
| Green Acre 1 | 107 | 12.4 | 20.2 | 0.1 | 18 |
| Elm Park | 15 | 5.2 | 7.7 | 0.0 | 16 |
| Green Acre 2 | 19 | 12.1 | 17.2 | 0.1 | 13 |
| Aspen St | 24 | 7.7 | 10.8 | 0.0 | 14 |
| Palmer St | 20 | 58.0 | 63.6 | 0.1 | 12 |
| Palisade St | 27 | 6.4 | 12.5 | 0.1 | 23 |
| Linden Ave | 28 | 90.0 | 98.7 | 0.1 | 14 |
| 27 Rd | 32 | 92.5 | 115.9 | 0.3 | 9 |
| Dorothy Ave | 35 | 8.2 | 20.1 | 0.2 | 29 |
| EB Off-Ramp | 38 | 0.6 | 5.9 | 0.1 | 41 |
| EB On-Ramp | 40 | 0.5 | 9.6 | 0.1 | 44 |
| Frontage Rd | 43 | 1.1 | 16.9 | 0.2 | 43 |
| US 50 EB #2 | 117 | 0.7 | 5.0 | 0.1 | 39 |
| Total | | 1060.7 | 1208.6 | 1.9 | 16 |

## Arterial Level of Service: WB US 50 #1

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|---|---|---|---|---|---|
| Frontage Rd | 43 | 0.6 | 4.7 | 0.1 | 41 |
| WB On-Ramp | 40 | 2.5 | 17.8 | 0.2 | 40 |
| EB Off-Ramp | 38 | 2.0 | 11.4 | 0.1 | 37 |
| Dorothy Ave | 35 | 1.9 | 8.0 | 0.1 | 31 |
| 27 Rd | 32 | 19.5 | 31.5 | 0.2 | 18 |
| B 3/4 Road | 28 | 7.6 | 29.7 | 0.3 | 35 |
| Palisade St | 27 | 2.5 | 12.3 | 0.1 | 31 |
| Palmer St | 20 | 5.5 | 11.6 | 0.1 | 26 |
| Aspen St | 24 | 2.5 | 8.1 | 0.1 | 32 |
| Green Acre 2 | 19 | 0.7 | 3.6 | 0.0 | 40 |
| Elm Park | 15 | 1.9 | 7.2 | 0.1 | 32 |
| Green Acre 1 | 107 | 1.1 | 3.6 | 0.0 | 31 |
| James St | 14 | 7.5 | 15.3 | 0.1 | 23 |
| | 121 | 4.4 | 7.6 | 0.0 | 19 |
| Unaweep Ave | 11 | 17.2 | 21.3 | 0.1 | 10 |
| Santa Clara Ave | 8 | 13.9 | 23.4 | 0.1 | 21 |
| Gunnison Blvd | 6 | 11.3 | 17.8 | 0.1 | 17 |
| Grand Mesa Ave | 1 | 3.8 | 8.2 | 0.0 | 24 |
| Total | | 106.5 | 243.0 | 1.7 | 26 |

## Arterial Level of Service: WB US 50 WB #3

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|---|---|---|---|---|---|
| | 75 | 5.1 | 15.4 | 0.1 | 34 |
| | 138 | 17.9 | 26.7 | 0.1 | 15 |
| Sundance Dr | 71 | 21.8 | 28.3 | 0.1 | 10 |
| 29 Rd | 68 | 34.4 | 42.7 | 0.1 | 10 |
| Reta Dr | 66 | 4.3 | 10.0 | 0.1 | 27 |
| Elm Dr | 64 | 1.7 | 17.1 | 0.2 | 40 |
| Dee Vee Dr | 62 | 0.2 | 2.1 | 0.0 | 44 |
| Indiana St | 61 | 0.6 | 4.7 | 0.1 | 44 |
| Tennessee St | 59 | 0.8 | 5.9 | 0.1 | 47 |
| 28 1/2 Rd | 51 | 12.5 | 25.8 | 0.2 | 29 |
| Fairgrounds | 49 | 11.1 | 48.9 | 0.6 | 45 |
| | 127 | 10.2 | 18.9 | 0.1 | 21 |
| 27 3/4 Rd | 46 | 55.6 | 65.6 | 0.1 | 8 |
| | 130 | 4.7 | 13.1 | 0.1 | 29 |
| US 50 EB #2 | 117 | 1.9 | 14.9 | 0.2 | 39 |
| Total | | 182.8 | 340.0 | 2.2 | 24 |

## Arterial Level of Service: EB US 50 EB #2

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|---|---|---|---|---|---|
| 27 3/4 Rd | 110 | 112.3 | 133.4 | 0.3 | 7 |
| Fairgrounds | 109 | 9.3 | 28.0 | 0.2 | 30 |
| | 136 | 0.7 | 5.1 | 0.1 | 42 |
| KOA | 112 | 3.4 | 19.8 | 0.2 | 45 |
| 28 1/2 Rd | 54 | 17.9 | 36.7 | 0.3 | 30 |
| Rainbow Dr | 113 | 5.7 | 16.2 | 0.2 | 35 |
| Dee Vee Dr | 115 | 3.4 | 15.7 | 0.2 | 45 |
| Reta Dr | 56 | 7.0 | 23.0 | 0.2 | 37 |
| 29 Rd | 116 | 8.1 | 14.5 | 0.1 | 20 |
| | 133 | 107.7 | 111.6 | 0.1 | 25 |
| Sundance Dr | 114 | 8.6 | 13.1 | 0.1 | 16 |
| Redrock Rd | 118 | 6.2 | 15.3 | 0.1 | 28 |
| 29 1/4 Rd | 119 | 3.6 | 8.5 | 0.1 | 30 |
| US 50 WB #3 | 120 | 3.5 | 15.6 | 0.1 | 34 |
| Total | | 297.4 | 456.6 | 2.2 | 23 |

## Arterial Level of Service: EB US 50 #4

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|---|---|---|---|---|---|
| 29 1/2 Rd | 78 | 2.8 | 11.6 | 0.1 | 40 |
| | 131 | 1.4 | 7.8 | 0.1 | 45 |
| 29 3/4 Rd | 80 | 24.9 | 38.4 | 0.2 | 20 |
| 30 Rd | 84 | 9.5 | 27.7 | 0.3 | 37 |
| S Frontage Rd | 85 | 4.3 | 26.1 | 0.3 | 46 |
| | 124 | 4.0 | 26.5 | 0.3 | 46 |
| 31 Rd | 87 | 7.3 | 16.0 | 0.1 | 31 |
| US 50 #5 | 134 | 9.6 | 41.6 | 0.5 | 42 |
| Total | | 63.9 | 195.7 | 2.0 | 37 |

## Arterial Level of Service: WB US 50 #4

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|---|---|---|---|---|---|
| 31 Rd | 87 | 12.4 | 43.6 | 0.5 | 40 |
| | 124 | 2.4 | 11.6 | 0.1 | 42 |
| S Frontage Rd | 85 | 2.6 | 24.0 | 0.3 | 51 |
| 30 Rd | 84 | 9.6 | 31.2 | 0.3 | 38 |
| 29 3/4 Rd | 80 | 16.7 | 35.2 | 0.3 | 29 |
| | 131 | 3.5 | 17.3 | 0.2 | 43 |
| 29 1/2 Rd | 78 | 2.0 | 8.3 | 0.1 | 42 |
| US 50 WB #3 | 120 | 1.1 | 11.4 | 0.1 | 40 |
| Total | | 50.4 | 182.6 | 2.0 | 40 |

## Arterial Level of Service: WB US 50 #6

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|---|---|---|---|---|---|
| 141B | 90 | 42.9 | 51.2 | 0.1 | 9 |
| US 50 #5 | 134 | 8.7 | 18.9 | 0.1 | 28 |
| Total | | 51.6 | 70.1 | 0.3 | 14 |

## Arterial Level of Service: EB US 50 #7

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|---|---|---|---|---|---|
| | 111 | 1.7 | 10.2 | 0.1 | 43 |
| CDOT | 92 | 1.7 | 8.0 | 0.1 | 48 |
| | 122 | 3.6 | 34.6 | 0.5 | 49 |
| | 141 | 5.3 | 39.8 | 0.5 | 47 |
| Willow Bend Rd | 94 | 7.4 | 17.9 | 0.2 | 34 |
| | 132 | 3.2 | 15.5 | 0.2 | 35 |
| 3247 | 97 | 6.1 | 41.0 | 0.5 | 46 |
| 1st St | 100 | 2.2 | 7.0 | 0.1 | 49 |
| 3rd St | 102 | 6.9 | 25.4 | 0.3 | 38 |
| SH 141A | 104 | 10.9 | 21.9 | 0.2 | 28 |
| | 72 | 3.1 | 13.2 | 0.1 | 34 |
| Total | | 52.2 | 234.5 | 2.7 | 42 |

## Arterial Level of Service: WB US 50 #7

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|---|---|---|---|---|---|
| | 72 | 1.1 | 6.4 | 0.1 | 40 |
| SH 141A | 104 | 6.6 | 15.7 | 0.1 | 28 |
| 3rd St | 102 | 11.5 | 22.7 | 0.2 | 27 |
| 1st St | 100 | 8.4 | 26.5 | 0.3 | 37 |
| 3247 | 97 | 1.5 | 6.7 | 0.1 | 44 |
| | 132 | 5.8 | 48.1 | 0.5 | 39 |
| Willow Bend Rd | 94 | 13.4 | 23.9 | 0.2 | 23 |
| | 141 | 5.4 | 16.4 | 0.2 | 36 |
| | 122 | 5.6 | 40.1 | 0.5 | 47 |
| CDOT | 92 | 2.8 | 31.8 | 0.5 | 53 |
| | 111 | 0.6 | 7.2 | 0.1 | 48 |
| US 50 #5 | 125 | 2.3 | 10.4 | 0.1 | 42 |
| Total | | 65.1 | 255.9 | 2.8 | 39 |

## Arterial Level of Service: EB US 50 #5

| Cross Street | Node | Delay (s/veh) | Travel time (s) | Dist (mi) | Arterial Speed |
|---|---|---|---|---|---|
| | 139 | 1.7 | 5.5 | 0.1 | 33 |
| | 140 | 3.3 | 12.3 | 0.1 | 41 |
| US 50 #7 | 125 | 1.6 | 8.1 | 0.1 | 39 |
| Total | | 6.6 | 25.9 | 0.3 | 39 |