# Technical Appendix 2
# 2015 Levels of Service Analysis

# Technical Appendix 2
# 2015 No-Build Alternative Levels of Service Analysis

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lanes | 1 | 1 | 1> | 0 | 1 | 1 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 21 | 1299 | 692 | 11 | 0 | 1 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.91 | 0.91 |
| Hourly flow.rate (vph) | 24 | 1353 | 721 | 13 | 0 | 1 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 733 | | | | 2128 | 727 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 733 | | | | 2128 | 727 |
| tC, single (s) | 4.2 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.3 | | | | 3.5 | 3.3 |
| p0 queue free % | 97 | | | | 100 | 100 |
| cM capacity (veh/h) | 836 | | | | 54 | 427 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 24 | 1353 | 733 | 0 | 1 |
| Volume Left | 24 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 13 | 0 | 1 |
| cSH | 836 | 1700 | 1700 | 1700 | 427 |
| Volume to Capacity | 0.03 | 0.80 | 0.43 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 2 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 9.4 | 0.0 | 0.0 | 0.0 | 13.5 |
| Lane LOS | A | | | A | B |
| Approach Delay (s) | 0.2 | | 0.0 | 13.5 | |
| Approach LOS | | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 71.7% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lanes | 1> | 0 | 0 | <1 | 1> | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 964 | 16 | 3 | 443 | 29 | 6 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Hourly flow rate (vph) | 994 | 18 | 3 | 457 | 33 | 7 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 1012 | | 1466 | 1003 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1012 | | 1466 | 1003 |
| tC, single (s) | | | 4.1 | | 6.5 | 6.4 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.6 | 3.5 |
| p0 queue free % | | | 100 | | 76 | 98 |
| cM capacity (veh/h) | | | 693 | | 134 | 275 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 1012 | 460 | 40 |
| Volume Left | 0 | 3 | 33 |
| Volume Right | 18 | 0 | 7 |
| cSH | 1700 | 693 | 147 |
| Volume to Capacity | 0.60 | 0.00 | 0.27 |
| Queue Length 95th (ft) | 0 | 0 | 26 |
| Control Delay (s) | 0.0 | 0.1 | 38.2 |
| Lane LOS | | A | E |
| Approach Delay (s) | 0.0 | 0.1 | 38.2 |
| Approach LOS | | | E |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.0 | | |
| Intersection Capacity Utilization | 61.8% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lanes | 0 | <1> | 0 | 0 | <1> | 0 | 0 | <1> | 0 | 0 | <1> | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 1 | 1298 | 7 | 1 | 695 | 1 | 5 | 0 | 11 | 6 | 1 | 7 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 1 | 1366 | 8 | 1 | 732 | 1 | 6 | 0 | 13 | 7 | 1 | 8 |
| 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 | 733 | | | 1374 | | | 2116 | 2108 | 1370 | 2120 | 2111 | 732 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 733 | | | 1374 | | | 2116 | 2108 | 1370 | 2120 | 2111 | 732 |
| tC, single (s) | 5.1 | | | 5.1 | | | 7.3 | 6.5 | 6.3 | 7.1 | 6.5 | 6.5 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.1 | | | 3.1 | | | 3.7 | 4.0 | 3.4 | 3.5 | 4.0 | 3.6 |
| p0 queue free % | 100 | | | 100 | | | 82 | 100 | 93 | 80 | 98 | 98 |
| cM capacity (veh/h) | 555 | | | 283 | | | 31 | 52 | 173 | 34 | 51 | 380 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 1376 | 734 | 19 | 16 |
| Volume Left | 1 | 1 | 6 | 7 |
| Volume Right | 8 | 1 | 13 | 8 |
| cSH | 555 | 283 | 72 | 66 |
| Volume to Capacity | 0.00 | 0.00 | 0.26 | 0.25 |
| Queue Length 95th (ft) | 0 | 0 | 23 | 22 |
| Control Delay (s) | 0.1 | 0.2 | 71.9 | 76.9 |
| Lane LOS | A | A | F | F |
| Approach Delay (s) | 0.1 | 0.2 | 71.9 | 76.9 |
| Approach LOS | | | F | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.3 | | |
| Intersection Capacity Utilization | 79.6% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lanes | 1 | 1 | 1> | 0 | 1 | 1 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 3 | 1314 | 684 | 8 | 7 | 12 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 3 | 1369 | 712 | 9 | 8 | 14 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 722 | | | | 2093 | 717 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 722 | | | | 2093 | 717 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 86 | 97 |
| cM capacity (veh/h) | 890 | | | | 58 | 433 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 3 | 1369 | 722 | 8 | 14 |
| Volume Left | 3 | 0 | 0 | 8 | 0 |
| Volume Right | 0 | 0 | 9 | 0 | 14 |
| cSH | 890 | 1700 | 1700 | 58 | 433 |
| Volume to Capacity | 0.00 | 0.81 | 0.42 | 0.14 | 0.03 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 11 | 2 |
| Control Delay (s) | 9.1 | 0.0 | 0.0 | 76.7 | 13.6 |
| Lane LOS | A | | | F | B |
| Approach Delay (s) | 0.0 | | 0.0 | 36.8 | |
| Approach LOS | | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.4 | | |
| Intersection Capacity Utilization | 79.2% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lanes | 1 | 1 | 1> | 0 | 1> | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 10 | 1278 | 687 | 1 | 14 | 16 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 11 | 1331 | 716 | 1 | 16 | 18 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 717 | | | | 2070 | 716 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 717 | | | | 2070 | 716 |
| tC, single (s) | 4.2 | | | | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.3 | | | | 3.6 | 3.3 |
| p0 queue free % | 99 | | | | 72 | 96 |
| cM capacity (veh/h) | 848 | | | | 57 | 433 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 11 | 1331 | 717 | 34 |
| Volume Left | 11 | 0 | 0 | 16 |
| Volume Right | 0 | 0 | 1 | 18 |
| cSH | 848 | 1700 | 1700 | 106 |
| Volume to Capacity | 0.01 | 0.78 | 0.42 | 0.32 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 32 |
| Control Delay (s) | 9.3 | 0.0 | 0.0 | 54.6 |
| Lane LOS | A | | | F |
| Approach Delay (s) | 0.1 | | 0.0 | 54.6 |
| Approach LOS | | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.9 | | |
| Intersection Capacity Utilization | 77.3% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lanes | 1 | 1> | 0 | 1 | 1> | 0 | 1 | 0 | 1 | 0 | <1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Yield | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 44 | 1237 | 1 | 0 | 660 | 11 | 0 | 0 | 1 | 24 | 0 | 33 |
| 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) | 50 | 1275 | 1 | 0 | 680 | 11 | 0 | 0 | 1 | 25 | 0 | 34 |
| 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 | 692 | | | 1276 | | | 2090 | 2067 | 1276 | 2062 | 2062 | 686 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 692 | | | 1276 | | | 2090 | 2067 | 1276 | 2062 | 2062 | 686 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 94 | | | 100 | | | 100 | 100 | 99 | 36 | 100 | 92 |
| cM capacity (veh/h) | 899 | | | 551 | | | 35 | 52 | 206 | 39 | 52 | 451 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 50 | 1276 | 0 | 692 | 0 | 1 | 25 | 34 |
| Volume Left | 50 | 0 | 0 | 0 | 0 | 0 | 25 | 0 |
| Volume Right | 0 | 1 | 0 | 11 | 0 | 1 | 0 | 34 |
| cSH | 899 | 1700 | 1700 | 1700 | 1700 | 206 | 39 | 451 |
| Volume to Capacity | 0.06 | 0.75 | 0.00 | 0.41 | 0.00 | 0.01 | 0.64 | 0.08 |
| Queue Length 95th (ft) | 4 | 0 | 0 | 0 | 0 | 0 | 57 | 6 |
| Control Delay (s) | 9.2 | 0.0 | 0.0 | 0.0 | 0.0 | 22.6 | 198.1 | 13.6 |
| Lane LOS | A | | | | A | C | F | B |
| Approach Delay (s) | 0.3 | | 0.0 | | 22.6 | | 91.3 | |
| Approach LOS | | | | | C | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.8 | | |
| Intersection Capacity Utilization | 81.8% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lanes | 1 | 1> | 0 | 0 | <1> | 1 | 0 | <1> | 0 | 0 | <1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 59 | 1201 | 2 | 5 | 628 | 69 | 0 | 1 | 9 | 55 | 0 | 43 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Hourly flow rate (vph) | 60 | 1226 | 2 | 6 | 641 | 70 | 0 | 1 | 10 | 56 | 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) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 711 | | | 1228 | | | 2043 | 2069 | 1227 | 2009 | 2000 | 641 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 711 | | | 1228 | | | 2043 | 2069 | 1227 | 2009 | 2000 | 641 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.2 | 6.5 | 6.3 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 93 | | | 99 | | | 100 | 98 | 95 | 0 | 100 | 90 |
| cM capacity (veh/h) | 888 | | | 575 | | | 36 | 51 | 220 | 38 | 56 | 459 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|---|
| Volume Total | 60 | 1228 | 670 | 47 | 11 | 56 | 44 |
| Volume Left | 60 | 0 | 6 | 0 | 0 | 56 | 0 |
| Volume Right | 0 | 2 | 23 | 47 | 10 | 0 | 44 |
| cSH | 888 | 1700 | 575 | 1700 | 165 | 38 | 459 |
| Volume to Capacity | 0.07 | 0.72 | 0.01 | 0.03 | 0.07 | 1.48 | 0.10 |
| Queue Length 95th (ft) | 5 | 0 | 1 | 0 | 5 | 147 | 8 |
| Control Delay (s) | 9.3 | 0.0 | 0.3 | 0.0 | 28.5 | 482.9 | 13.7 |
| Lane LOS | A | | A | | D | F | B |
| Approach Delay (s) | 0.4 | | 0.3 | | 28.5 | 277.0 | |
| Approach LOS | | | | | D | F | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 13.6 | | |
| Intersection Capacity Utilization | 80.0% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lanes | 0 | <1 | 1> | 0 | 1> | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 34 | 1232 | 658 | 41 | 53 | 45 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 37 | 1339 | 715 | 45 | 58 | 49 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 760 | | | | 2151 | 738 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 760 | | | | 2151 | 738 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 96 | | | | 0 | 88 |
| cM capacity (veh/h) | 852 | | | | 51 | 418 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 1376 | 760 | 107 |
| Volume Left | 37 | 0 | 58 |
| Volume Right | 0 | 45 | 49 |
| cSH | 852 | 1700 | 85 |
| Volume to Capacity | 0.04 | 0.45 | 1.25 |
| Queue Length 95th (ft) | 3 | 0 | 195 |
| Control Delay (s) | 2.1 | 0.0 | 269.8 |
| Lane LOS | A | | F |
| Approach Delay (s) | 2.1 | 0.0 | 269.8 |
| Approach LOS | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 14.1 | | |
| Intersection Capacity Utilization | 104.6% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lanes | 0 | <1> | 0 | 0 | <1> | 0 | 0 | <1> | 0 | 0 | <1> | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 308 | 968 | 9 | 10 | 443 | 19 | 6 | 0 | 6 | 7 | 0 | 244 |
| Peak Hour Factor | 0.98 | 0.98 | 0.92 | 0.92 | 0.98 | 0.98 | 0.92 | 0.92 | 0.92 | 0.98 | 0.92 | 0.98 |
| Hourly flow rate (vph) | 314 | 988 | 10 | 11 | 452 | 21 | 7 | 0 | 7 | 8 | 0 | 249 |
| 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 | 473 | | | 998 | | | 2355 | 2116 | 993 | 2112 | 2111 | 463 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 473 | | | 998 | | | 2355 | 2116 | 993 | 2112 | 2111 | 463 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.4 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.8 | 4.0 | 3.3 |
| p0 queue free % | 71 | | | 98 | | | 42 | 100 | 98 | 67 | 100 | 58 |
| cM capacity (veh/h) | 1089 | | | 694 | | | 11 | 35 | 298 | 23 | 36 | 599 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 1312 | 484 | 13 | 257 |
| Volume Left | 314 | 11 | 7 | 8 |
| Volume Right | 10 | 21 | 7 | 249 |
| cSH | 1089 | 694 | 21 | 342 |
| Volume to Capacity | 0.29 | 0.02 | 0.61 | 0.75 |
| Queue Length 95th (ft) | 30 | 1 | 44 | 146 |
| Control Delay (s) | 7.4 | 0.4 | 315.4 | 41.2 |
| Lane LOS | A | A | F | E |
| Approach Delay (s) | 7.4 | 0.4 | 315.4 | 41.2 |
| Approach LOS | | | F | E |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 11.9 | | |
| Intersection Capacity Utilization | 119.2% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lanes | 1> | 0 | 0 | <1 | 1> | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 1266 | 0 | 1 | 702 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.63 | 0.63 |
| Hourly flow rate (vph) | 1292 | 0 | 1 | 716 | 2 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 1292 | | 2010 | 1292 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1292 | | 2010 | 1292 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 97 | 100 |
| cM capacity (veh/h) | | | 537 | | 65 | 199 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 1292 | 717 | 2 |
| Volume Left | 0 | 1 | 2 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 537 | 65 |
| Volume to Capacity | 0.76 | 0.00 | 0.03 |
| Queue Length 95th (ft) | 0 | 0 | 2 |
| Control Delay (s) | 0.0 | 0.1 | 62.2 |
| Lane LOS | | A | F |
| Approach Delay (s) | 0.0 | 0.1 | 62.2 |
| Approach LOS | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 76.6% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lanes | 1> | 0 | 1 | 1 | 1> | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 1268 | 31 | 13 | 692 | 12 | 21 |
| Peak Hour Factor | 1.00 | 0.96 | 0.96 | 0.96 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 1268 | 32 | 14 | 721 | 13 | 23 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 1300 | | 2032 | 1284 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1300 | | 2032 | 1284 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 97 | | 78 | 89 |
| cM capacity (veh/h) | | | 539 | | 61 | 201 |

| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|
| Volume Total | 1300 | 14 | 721 | 36 |
| Volume Left | 0 | 14 | 0 | 13 |
| Volume Right | 32 | 0 | 0 | 23 |
| cSH | 1700 | 539 | 1700 | 110 |
| Volume to Capacity | 0.76 | 0.03 | 0.42 | 0.33 |
| Queue Length 95th (ft) | 0 | 2 | 0 | 32 |
| Control Delay (s) | 0.0 | 11.8 | 0.0 | 53.1 |
| Lane LOS | | B | | F |
| Approach Delay (s) | 0.0 | 0.2 | | 53.1 |
| Approach LOS | | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.0 | | |
| Intersection Capacity Utilization | 78.6% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lanes | 1> | 0 | 0 | <1 | 1> | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 1284 | 8 | 5 | 687 | 1 | 2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1396 | 10 | 6 | 747 | 1 | 2 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 1405 | | 2159 | 1400 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1405 | | 2159 | 1400 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 99 | | 98 | 99 |
| cM capacity (veh/h) | | | 486 | | 52 | 172 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 1405 | 753 | 4 |
| Volume Left | 0 | 6 | 1 |
| Volume Right | 10 | 0 | 2 |
| cSH | 1700 | 486 | 97 |
| Volume to Capacity | 0.83 | 0.01 | 0.04 |
| Queue Length 95th (ft) | 0 | 1 | 3 |
| Control Delay (s) | 0.0 | 0.4 | 43.6 |
| Lane LOS | | A | E |
| Approach Delay (s) | 0.0 | 0.4 | 43.6 |
| Approach LOS | | | E |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.2 | | |
| Intersection Capacity Utilization | 78.1% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lanes | 1 | 1 | 1> | 0 | 1 | 1 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 44 | 804 | 1473 | 49 | 30 | 28 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.68 | 0.68 |
| Hourly flow rate (vph) | 50 | 838 | 1534 | 56 | 49 | 45 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1591 | | | | 2501 | 1562 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1591 | | | | 2501 | 1562 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 88 | | | | 0 | 67 |
| cM capacity (veh/h) | 412 | | | | 28 | 139 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 50 | 838 | 1591 | 49 | 45 |
| Volume Left | 50 | 0 | 0 | 49 | 0 |
| Volume Right | 0 | 0 | 56 | 0 | 45 |
| cSH | 412 | 1700 | 1700 | 28 | 139 |
| Volume to Capacity | 0.12 | 0.49 | 0.94 | 1.76 | 0.33 |
| Queue Length 95th (ft) | 10 | 0 | 0 | 144 | 33 |
| Control Delay (s) | 14.9 | 0.0 | 0.0 | 670.1 | 42.9 |
| Lane LOS | B | | | F | E |
| Approach Delay (s) | 0.8 | | 0.0 | 367.3 | |
| Approach LOS | | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 13.7 | | |
| Intersection Capacity Utilization | 90.8% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lanes | 1> | 0 | 0 | <1 | 1> | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 549 | 25 | 4 | 1163 | 24 | 2 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 578 | 29 | 5 | 1224 | 28 | 2 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 607 | | 1826 | 592 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 607 | | 1826 | 592 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 67 | 100 |
| cM capacity (veh/h) | | | 981 | | 83 | 510 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 607 | 1229 | 30 |
| Volume Left | 0 | 5 | 28 |
| Volume Right | 29 | 0 | 2 |
| cSH | 1700 | 981 | 89 |
| Volume to Capacity | 0.36 | 0.00 | 0.34 |
| Queue Length 95th (ft) | 0 | 0 | 33 |
| Control Delay (s) | 0.0 | 0.2 | 65.0 |
| Lane LOS | | A | F |
| Approach Delay (s) | 0.0 | 0.2 | 65.0 |
| Approach LOS | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.2 | | |
| Intersection Capacity Utilization | 74.7% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lanes | 0 | <1> | 0 | 0 | <1> | 0 | 0 | <1> | 0 | 0 | <1> | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 1 | 844 | 8 | 10 | 1479 | 3 | 14 | 0 | 5 | 1 | 0 | 2 |
| 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) | 1 | 908 | 9 | 12 | 1590 | 4 | 17 | 0 | 6 | 1 | 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) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1594 | | | 917 | | | 2533 | 2532 | 912 | 2536 | 2535 | 1592 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1594 | | | 917 | | | 2533 | 2532 | 912 | 2536 | 2535 | 1592 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 98 | | | 9 | 100 | 98 | 93 | 100 | 98 |
| cM capacity (veh/h) | 417 | | | 752 | | | 18 | 27 | 335 | 18 | 27 | 134 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 918 | 1606 | 22 | 4 |
| Volume Left | 1 | 12 | 17 | 1 |
| Volume Right | 9 | 4 | 6 | 2 |
| cSH | 417 | 752 | 24 | 43 |
| Volume to Capacity | 0.00 | 0.02 | 0.93 | 0.08 |
| Queue Length 95th (ft) | 0 | 1 | 70 | 6 |
| Control Delay (s) | 0.1 | 2.5 | 388.3 | 97.0 |
| Lane LOS | A | A | F | F |
| Approach Delay (s) | 0.1 | 2.5 | 388.3 | 97.0 |
| Approach LOS | | | F | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.2 | | |
| Intersection Capacity Utilization | 96.5% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lanes | 1 | 1 | 1> | 0 | 1 | 1 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 8 | 842 | 1487 | 15 | 9 | 5 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 10 | 915 | 1616 | 18 | 11 | 6 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1634 | | | | 2560 | 1625 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1634 | | | | 2560 | 1625 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 98 | | | | 63 | 95 |
| cM capacity (veh/h) | 402 | | | | 29 | 128 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 10 | 915 | 1634 | 11 | 6 |
| Volume Left | 10 | 0 | 0 | 11 | 0 |
| Volume Right | 0 | 0 | 18 | 0 | 6 |
| cSH | 402 | 1700 | 1700 | 29 | 128 |
| Volume to Capacity | 0.02 | 0.54 | 0.96 | 0.37 | 0.05 |
| Queue Length 95th (ft) | 2 | 0 | 0 | 29 | 4 |
| Control Delay (s) | 14.2 | 0.0 | 0.0 | 191.4 | 34.6 |
| Lane LOS | B | | | F | D |
| Approach Delay (s) | 0.1 | | 0.0 | 135.4 | |
| Approach LOS | | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.9 | | |
| Intersection Capacity Utilization | 89.3% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lanes | 1 | 1 | 1> | 0 | 1> | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 20 | 801 | 1502 | 3 | 4 | 34 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 24 | 890 | 1669 | 4 | 5 | 42 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1673 | | | | 2610 | 1671 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1673 | | | | 2610 | 1671 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.3 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.4 |
| p0 queue free % | 93 | | | | 81 | 64 |
| cM capacity (veh/h) | 376 | | | | 26 | 116 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 24 | 890 | 1673 | 46 |
| Volume Left | 24 | 0 | 0 | 5 |
| Volume Right | 0 | 0 | 4 | 42 |
| cSH | 376 | 1700 | 1700 | 85 |
| Volume to Capacity | 0.07 | 0.52 | 0.98 | 0.55 |
| Queue Length 95th (ft) | 5 | 0 | 0 | 61 |
| Control Delay (s) | 15.3 | 0.0 | 0.0 | 90.5 |
| Lane LOS | C | | | F |
| Approach Delay (s) | 0.4 | | 0.0 | 90.5 |
| Approach LOS | | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.7 | | |
| Intersection Capacity Utilization | 89.3% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lanes | 1 | 1> | 0 | 1 | 1> | 0 | 0 | <1> | 0 | 0 | <1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 71 | 733 | 0 | 2 | 1365 | 46 | 0 | 0 | 3 | 60 | 0 | 141 |
| 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) | 77 | 797 | 0 | 2 | 1484 | 50 | 0 | 0 | 4 | 65 | 0 | 153 |
| 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 | 1534 | | | 797 | | | 2439 | 2489 | 797 | 2468 | 2464 | 1509 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1534 | | | 797 | | | 2439 | 2489 | 797 | 2468 | 2464 | 1509 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 82 | | | 100 | | | 0 | 100 | 99 | 0 | 100 | 0 |
| cM capacity (veh/h) | 434 | | | 825 | | | 0 | 24 | 387 | 18 | 25 | 148 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|---|
| Volume Total | 77 | 797 | 2 | 1534 | 4 | 65 | 153 |
| Volume Left | 77 | 0 | 2 | 0 | 0 | 65 | 0 |
| Volume Right | 0 | 0 | 0 | 50 | 4 | 0 | 153 |
| cSH | 434 | 1700 | 825 | 1700 | 387 | 18 | 148 |
| Volume to Capacity | 0.18 | 0.47 | 0.00 | 0.90 | 0.01 | 3.71 | 1.03 |
| Queue Length 95th (ft) | 16 | 0 | 0 | 0 | 1 | Err | 198 |
| Control Delay (s) | 15.1 | 0.0 | 9.4 | 0.0 | 14.4 | Err | 143.6 |
| Lane LOS | C | | A | | B | F | F |
| Approach Delay (s) | 1.3 | | 0.0 | | 14.4 | 3085.5 | |
| Approach LOS | | | | | B | F | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 256.6 | | |
| Intersection Capacity Utilization | 96.7% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lanes | 1 | 1 | 0 | 0 | <1> | 0 | 0 | <1> | 0 | 0 | <1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 52 | 744 | 0 | 3 | 1334 | 152 | 1 | 0 | 2 | 45 | 0 | 78 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.89 | 0.92 | 0.89 | 0.92 | 0.89 | 0.89 | 0.89 | 0.89 | 0.92 |
| Hourly flow rate (vph) | 57 | 809 | 0 | 4 | 1450 | 171 | 1 | 0 | 2 | 51 | 0 | 85 |
| 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 | 1621 | | | 809 | | | 2549 | 2550 | 809 | 2467 | 2465 | 1535 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1621 | | | 809 | | | 2549 | 2550 | 809 | 2467 | 2465 | 1535 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 86 | | | 100 | | | 82 | 100 | 99 | 0 | 100 | 41 |
| cM capacity (veh/h) | 402 | | | 826 | | | 6 | 23 | 384 | 18 | 26 | 143 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 57 | 809 | 1624 | 4 | 51 | 85 |
| Volume Left | 57 | 0 | 4 | 1 | 51 | 0 |
| Volume Right | 0 | 0 | 171 | 2 | 0 | 85 |
| cSH | 402 | 1700 | 826 | 19 | 18 | 143 |
| Volume to Capacity | 0.14 | 0.48 | 0.00 | 0.19 | 2.74 | 0.59 |
| Queue Length 95th (ft) | 12 | 0 | 0 | 14 | 170 | 77 |
| Control Delay (s) | 15.4 | 0.0 | 0.9 | 231.9 | 1217.2 | 61.6 |
| Lane LOS | C | | A | F | F | F |
| Approach Delay (s) | 1.0 | | 0.9 | 231.9 | 493.3 | |
| Approach LOS | | | | F | F | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 26.6 | | |
| Intersection Capacity Utilization | 97.8% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lanes | 0 | <1 | 1> | 0 | 1> | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 37 | 756 | 1432 | 75 | 31 | 46 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 40 | 822 | 1557 | 90 | 34 | 50 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1646 | | | | 2504 | 1601 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1646 | | | | 2504 | 1601 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 90 | | | | 0 | 62 |
| cM capacity (veh/h) | 393 | | | | 28 | 130 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 862 | 1646 | 84 |
| Volume Left | 40 | 0 | 34 |
| Volume Right | 0 | 90 | 50 |
| cSH | 393 | 1700 | 53 |
| Volume to Capacity | 0.10 | 0.97 | 1.57 |
| Queue Length 95th (ft) | 8 | 0 | 196 |
| Control Delay (s) | 3.6 | 0.0 | 455.7 |
| Lane LOS | A | | F |
| Approach Delay (s) | 3.6 | 0.0 | 455.7 |
| Approach LOS | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 15.9 | | |
| Intersection Capacity Utilization | 91.6% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lanes | 0 | <1> | 0 | 0 | <1> | 0 | 0 | <1> | 0 | 0 | <1> | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Yield | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 214 | 533 | 40 | 38 | 1128 | 21 | 37 | 0 | 35 | 7 | 0 | 350 |
| 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) | 233 | 579 | 43 | 41 | 1226 | 25 | 40 | 0 | 38 | 8 | 0 | 380 |
| 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 | 1226 | | | 623 | | | 2388 | 2375 | 601 | 2426 | 2409 | 1239 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1226 | | | 623 | | | 2388 | 2375 | 601 | 2426 | 2409 | 1239 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 60 | | | 96 | | | 0 | 100 | 92 | 39 | 100 | 0 |
| cM capacity (veh/h) | 575 | | | 958 | | | 0 | 20 | 500 | 14 | 19 | 215 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 855 | 1293 | 78 | 389 |
| Volume Left | 233 | 41 | 40 | 8 |
| Volume Right | 43 | 25 | 38 | 380 |
| cSH | 575 | 958 | 0 | 164 |
| Volume to Capacity | 0.40 | 0.04 | Err | 2.38 |
| Queue Length 95th (ft) | 49 | 3 | Err | 816 |
| Control Delay (s) | 11.4 | 1.7 | Err | 682.7 |
| Lane LOS | B | A | F | F |
| Approach Delay (s) | 11.4 | 1.7 | Err | 682.7 |
| Approach LOS | | | F | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | Err | | |
| Intersection Capacity Utilization | 142.1% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lanes | 1> | 0 | 0 | <1 | 1> | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 791 | 0 | 2 | 1476 | 12 | 2 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.57 | 0.57 |
| Hourly flow rate (vph) | 807 | 0 | 2 | 1506 | 23 | 4 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 807 | | 2318 | 807 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 807 | | 2318 | 807 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 45 | 99 |
| cM capacity (veh/h) | | | 827 | | 42 | 384 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 807 | 1508 | 27 |
| Volume Left | 0 | 2 | 23 |
| Volume Right | 0 | 0 | 4 |
| cSH | 1700 | 827 | 48 |
| Volume to Capacity | 0.47 | 0.00 | 0.56 |
| Queue Length 95th (ft) | 0 | 0 | 53 |
| Control Delay (s) | 0.0 | 0.2 | 150.7 |
| Lane LOS | | A | F |
| Approach Delay (s) | 0.0 | 0.2 | 150.7 |
| Approach LOS | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.9 | | |
| Intersection Capacity Utilization | 89.4% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lanes | 1> | 0 | 1 | 1 | 1> | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 823 | 13 | 12 | 1526 | 1 | 0 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.68 | 0.68 |
| Hourly flow rate (vph) | 857 | 15 | 14 | 1590 | 2 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 872 | | 2482 | 865 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 872 | | 2482 | 865 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 98 | | 95 | 100 |
| cM capacity (veh/h) | | | 782 | | 32 | 356 |

| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|
| Volume Total | 872 | 14 | 1590 | 2 |
| Volume Left | 0 | 14 | 0 | 2 |
| Volume Right | 15 | 0 | 0 | 0 |
| cSH | 1700 | 782 | 1700 | 32 |
| Volume to Capacity | 0.51 | 0.02 | 0.94 | 0.05 |
| Queue Length 95th (ft) | 0 | 1 | 0 | 4 |
| Control Delay (s) | 0.0 | 9.7 | 0.0 | 121.6 |
| Lane LOS | | A | | F |
| Approach Delay (s) | 0.0 | 0.1 | | 121.6 |
| Approach LOS | | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 90.3% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lanes | 1> | 0 | 1 | 1 | 1> | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 801 | 4 | 8 | 1497 | 7 | 3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 871 | 5 | 10 | 1627 | 8 | 4 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 875 | | 2519 | 873 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 875 | | 2519 | 873 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 99 | | 72 | 99 |
| cM capacity (veh/h) | | | 771 | | 30 | 349 |

| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|
| Volume Total | 875 | 10 | 1627 | 12 |
| Volume Left | 0 | 10 | 0 | 8 |
| Volume Right | 5 | 0 | 0 | 4 |
| cSH | 1700 | 771 | 1700 | 42 |
| Volume to Capacity | 0.51 | 0.01 | 0.96 | 0.29 |
| Queue Length 95th (ft) | 0 | 1 | 0 | 24 |
| Control Delay (s) | 0.0 | 9.7 | 0.0 | 122.1 |
| Lane LOS | | A | | F |
| Approach Delay (s) | 0.0 | 0.1 | | 122.1 |
| Approach LOS | | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.6 | | |
| Intersection Capacity Utilization | 88.8% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

# Technical Appendix 2
# 2015 Alternative 1 Levels of Service Analysis

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lanes | 1 | 1 | 1> | 0 | 1 | 1 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 21 | 1299 | 692 | 11 | 0 | 1 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 24 | 1353 | 721 | 13 | 0 | 1 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 733 | | | | 2128 | 727 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 733 | | | | 2128 | 727 |
| tC, single (s) | 4.2 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.3 | | | | 3.5 | 3.3 |
| p0 queue free % | 97 | | | | 100 | 100 |
| cM capacity (veh/h) | 836 | | | | 54 | 427 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 24 | 1353 | 733 | 0 | 1 |
| Volume Left | 24 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 13 | 0 | 1 |
| cSH | 836 | 1700 | 1700 | 1700 | 427 |
| Volume to Capacity | 0.03 | 0.80 | 0.43 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 2 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 9.4 | 0.0 | 0.0 | 0.0 | 13.5 |
| Lane LOS | A | | | A | B |
| Approach Delay (s) | 0.2 | | 0.0 | 13.5 | |
| Approach LOS | | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 71.7% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lanes | 1> | 0 | 0 | <1 | 1> | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 964 | 16 | 3 | 443 | 29 | 6 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Hourly flow rate (vph) | 994 | 18 | 3 | 457 | 33 | 7 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 1012 | | 1466 | 1003 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1012 | | 1466 | 1003 |
| tC, single (s) | | | 4.1 | | 6.5 | 6.4 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.6 | 3.5 |
| p0 queue free % | | | 100 | | 76 | 98 |
| cM capacity (veh/h) | | | 693 | | 134 | 275 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 1012 | 460 | 40 |
| Volume Left | 0 | 3 | 33 |
| Volume Right | 18 | 0 | 7 |
| cSH | 1700 | 693 | 147 |
| Volume to Capacity | 0.60 | 0.00 | 0.27 |
| Queue Length 95th (ft) | 0 | 0 | 26 |
| Control Delay (s) | 0.0 | 0.1 | 38.2 |
| Lane LOS | | A | E |
| Approach Delay (s) | 0.0 | 0.1 | 38.2 |
| Approach LOS | | | E |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.0 | | |
| Intersection Capacity Utilization | 61.8% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lanes | 0 | <1> | 0 | 0 | <1> | 0 | 0 | <1> | 0 | 0 | <1> | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 1 | 1298 | 7 | 1 | 695 | 1 | 5 | 0 | 11 | 6 | 1 | 7 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 1 | 1366 | 8 | 1 | 732 | 1 | 6 | 0 | 13 | 7 | 1 | 8 |
| 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 | 733 | | | 1374 | | | 2116 | 2108 | 1370 | 2120 | 2111 | 732 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 733 | | | 1374 | | | 2116 | 2108 | 1370 | 2120 | 2111 | 732 |
| tC, single (s) | 5.1 | | | 5.1 | | | 7.3 | 6.5 | 6.3 | 7.1 | 6.5 | 6.5 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.1 | | | 3.1 | | | 3.7 | 4.0 | 3.4 | 3.5 | 4.0 | 3.6 |
| p0 queue free % | 100 | | | 100 | | | 82 | 100 | 93 | 80 | 98 | 98 |
| cM capacity (veh/h) | 555 | | | 283 | | | 31 | 52 | 173 | 34 | 51 | 380 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 1376 | 734 | 19 | 16 |
| Volume Left | 1 | 1 | 6 | 7 |
| Volume Right | 8 | 1 | 13 | 8 |
| cSH | 555 | 283 | 72 | 66 |
| Volume to Capacity | 0.00 | 0.00 | 0.26 | 0.25 |
| Queue Length 95th (ft) | 0 | 0 | 23 | 22 |
| Control Delay (s) | 0.1 | 0.2 | 71.9 | 76.9 |
| Lane LOS | A | A | F | F |
| Approach Delay (s) | 0.1 | 0.2 | 71.9 | 76.9 |
| Approach LOS | | | F | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.3 | | |
| Intersection Capacity Utilization | 79.6% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lanes | 1 | 1 | 1> | 0 | 1 | 1 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 3 | 1314 | 684 | 8 | 7 | 12 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 3 | 1369 | 712 | 9 | 8 | 14 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 722 | | | | 2093 | 717 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 722 | | | | 2093 | 717 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 86 | 97 |
| cM capacity (veh/h) | 890 | | | | 58 | 433 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 3 | 1369 | 722 | 8 | 14 |
| Volume Left | 3 | 0 | 0 | 8 | 0 |
| Volume Right | 0 | 0 | 9 | 0 | 14 |
| cSH | 890 | 1700 | 1700 | 58 | 433 |
| Volume to Capacity | 0.00 | 0.81 | 0.42 | 0.14 | 0.03 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 11 | 2 |
| Control Delay (s) | 9.1 | 0.0 | 0.0 | 76.7 | 13.6 |
| Lane LOS | A | | | F | B |
| Approach Delay (s) | 0.0 | | 0.0 | 36.8 | |
| Approach LOS | | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.4 | | |
| Intersection Capacity Utilization | 79.2% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lanes | 0 | <1 | 1> | 0 | 1> | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 10 | 1278 | 687 | 1 | 14 | 16 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 11 | 1331 | 716 | 1 | 16 | 18 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 717 | | | | 2070 | 716 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 717 | | | | 2070 | 716 |
| tC, single (s) | 4.2 | | | | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.3 | | | | 3.6 | 3.3 |
| p0 queue free % | 99 | | | | 72 | 96 |
| cM capacity (veh/h) | 848 | | | | 57 | 433 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 1343 | 717 | 34 |
| Volume Left | 11 | 0 | 16 |
| Volume Right | 0 | 1 | 18 |
| cSH | 848 | 1700 | 106 |
| Volume to Capacity | 0.01 | 0.42 | 0.32 |
| Queue Length 95th (ft) | 1 | 0 | 32 |
| Control Delay (s) | 0.7 | 0.0 | 54.6 |
| Lane LOS | A | | F |
| Approach Delay (s) | 0.7 | 0.0 | 54.6 |
| Approach LOS | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.3 | | |
| Intersection Capacity Utilization | 86.0% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lanes | 1 | 1> | 0 | 1 | 1> | 0 | 1 | 0 | 1 | 0 | <1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Yield | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 44 | 1237 | 1 | 0 | 660 | 11 | 0 | 0 | 1 | 24 | 0 | 33 |
| 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) | 50 | 1275 | 1 | 0 | 680 | 11 | 0 | 0 | 1 | 25 | 0 | 34 |
| 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 | 692 | | | 1276 | | | 2090 | 2067 | 1276 | 2062 | 2062 | 686 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 692 | | | 1276 | | | 2090 | 2067 | 1276 | 2062 | 2062 | 686 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 94 | | | 100 | | | 100 | 100 | 99 | 36 | 100 | 92 |
| cM capacity (veh/h) | 899 | | | 551 | | | 35 | 52 | 206 | 39 | 52 | 451 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 50 | 1276 | 0 | 692 | 0 | 1 | 25 | 34 |
| Volume Left | 50 | 0 | 0 | 0 | 0 | 0 | 25 | 0 |
| Volume Right | 0 | 1 | 0 | 11 | 0 | 1 | 0 | 34 |
| cSH | 899 | 1700 | 1700 | 1700 | 1700 | 206 | 39 | 451 |
| Volume to Capacity | 0.06 | 0.75 | 0.00 | 0.41 | 0.00 | 0.01 | 0.64 | 0.08 |
| Queue Length 95th (ft) | 4 | 0 | 0 | 0 | 0 | 0 | 57 | 6 |
| Control Delay (s) | 9.2 | 0.0 | 0.0 | 0.0 | 0.0 | 22.6 | 198.1 | 13.6 |
| Lane LOS | A | | | | A | C | F | B |
| Approach Delay (s) | 0.3 | | 0.0 | | 22.6 | | 91.3 | |
| Approach LOS | | | | | C | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.8 | | |
| Intersection Capacity Utilization | 81.8% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lanes | 1 | 1> | 0 | 0 | <1> | 1 | 0 | <1> | 0 | 0 | <1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 59 | 1201 | 2 | 5 | 583 | 69 | 0 | 1 | 9 | 108 | 0 | 88 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Hourly flow rate (vph) | 60 | 1226 | 2 | 6 | 595 | 70 | 0 | 1 | 10 | 110 | 0 | 90 |
| 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 | 665 | | | 1228 | | | 2043 | 2024 | 1227 | 1963 | 1954 | 595 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 665 | | | 1228 | | | 2043 | 2024 | 1227 | 1963 | 1954 | 595 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.2 | 6.5 | 6.3 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 93 | | | 99 | | | 100 | 98 | 95 | 0 | 100 | 82 |
| cM capacity (veh/h) | 924 | | | 575 | | | 32 | 54 | 220 | 41 | 60 | 488 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|---|
| Volume Total | 60 | 1228 | 624 | 47 | 11 | 110 | 90 |
| Volume Left | 60 | 0 | 6 | 0 | 0 | 110 | 0 |
| Volume Right | 0 | 2 | 23 | 47 | 10 | 0 | 90 |
| cSH | 924 | 1700 | 575 | 1700 | 168 | 41 | 488 |
| Volume to Capacity | 0.07 | 0.72 | 0.01 | 0.03 | 0.07 | 2.69 | 0.18 |
| Queue Length 95th (ft) | 5 | 0 | 1 | 0 | 5 | 302 | 17 |
| Control Delay (s) | 9.2 | 0.0 | 0.3 | 0.0 | 27.9 | 974.2 | 14.0 |
| Lane LOS | A | | A | | D | F | B |
| Approach Delay (s) | 0.4 | | 0.3 | | 27.9 | 543.1 | |
| Approach LOS | | | | | D | F | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 50.5 | | |
| Intersection Capacity Utilization | 82.7% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lanes | 0 | <1 | 1> | 0 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 34 | 1285 | 658 | 41 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 37 | 1397 | 715 | 45 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 760 | | | | 2208 | 738 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 760 | | | | 2208 | 738 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 96 | | | | 100 | 100 |
| cM capacity (veh/h) | 852 | | | | 47 | 418 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 1434 | 760 |
| Volume Left | 37 | 0 |
| Volume Right | 0 | 45 |
| cSH | 852 | 1700 |
| Volume to Capacity | 0.04 | 0.45 |
| Queue Length 95th (ft) | 3 | 0 |
| Control Delay (s) | 2.5 | 0.0 |
| Lane LOS | A | |
| Approach Delay (s) | 2.5 | 0.0 |
| Approach LOS | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.6 | | |
| Intersection Capacity Utilization | 98.3% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lanes | 0 | <1> | 0 | 0 | <1> | 0 | 0 | <1> | 0 | 0 | <1> | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 308 | 968 | 9 | 10 | 443 | 19 | 6 | 0 | 6 | 7 | 0 | 244 |
| Peak Hour Factor | 0.98 | 0.98 | 0.92 | 0.92 | 0.98 | 0.98 | 0.92 | 0.92 | 0.92 | 0.98 | 0.92 | 0.98 |
| Hourly flow rate (vph) | 314 | 988 | 10 | 11 | 452 | 21 | 7 | 0 | 7 | 8 | 0 | 249 |
| 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 | 473 | | | 998 | | | 2355 | 2116 | 993 | 2112 | 2111 | 463 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 473 | | | 998 | | | 2355 | 2116 | 993 | 2112 | 2111 | 463 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.4 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.8 | 4.0 | 3.3 |
| p0 queue free % | 71 | | | 98 | | | 42 | 100 | 98 | 67 | 100 | 58 |
| cM capacity (veh/h) | 1089 | | | 694 | | | 11 | 35 | 298 | 23 | 36 | 599 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 1312 | 484 | 13 | 257 |
| Volume Left | 314 | 11 | 7 | 8 |
| Volume Right | 10 | 21 | 7 | 249 |
| cSH | 1089 | 694 | 21 | 342 |
| Volume to Capacity | 0.29 | 0.02 | 0.61 | 0.75 |
| Queue Length 95th (ft) | 30 | 1 | 44 | 146 |
| Control Delay (s) | 7.4 | 0.4 | 315.4 | 41.2 |
| Lane LOS | A | A | F | E |
| Approach Delay (s) | 7.4 | 0.4 | 315.4 | 41.2 |
| Approach LOS | | | F | E |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 11.9 | | |
| Intersection Capacity Utilization | 119.2% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lanes | 1> | 0 | 0 | <1 | 1> | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 1319 | 0 | 1 | 657 | 1 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.63 | 0.63 |
| Hourly flow rate (vph) | 1346 | 0 | 1 | 670 | 2 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 1346 | | 2019 | 1346 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1346 | | 2019 | 1346 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 97 | 100 |
| cM capacity (veh/h) | | | 512 | | 64 | 185 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 1346 | 672 | 2 |
| Volume Left | 0 | 1 | 2 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 512 | 64 |
| Volume to Capacity | 0.79 | 0.00 | 0.03 |
| Queue Length 95th (ft) | 0 | 0 | 2 |
| Control Delay (s) | 0.0 | 0.1 | 62.9 |
| Lane LOS | | A | F |
| Approach Delay (s) | 0.0 | 0.1 | 62.9 |
| Approach LOS | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 79.4% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lanes | 1> | 0 | 1 | 1 | 1> | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 1268 | 31 | 13 | 692 | 12 | 21 |
| Peak Hour Factor | 1.00 | 0.96 | 0.96 | 0.96 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 1268 | 32 | 14 | 721 | 13 | 23 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 1300 | | 2032 | 1284 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1300 | | 2032 | 1284 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 97 | | 78 | 89 |
| cM capacity (veh/h) | | | 539 | | 61 | 201 |

| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|
| Volume Total | 1300 | 14 | 721 | 36 |
| Volume Left | 0 | 14 | 0 | 13 |
| Volume Right | 32 | 0 | 0 | 23 |
| cSH | 1700 | 539 | 1700 | 110 |
| Volume to Capacity | 0.76 | 0.03 | 0.42 | 0.33 |
| Queue Length 95th (ft) | 0 | 2 | 0 | 32 |
| Control Delay (s) | 0.0 | 11.8 | 0.0 | 53.1 |
| Lane LOS | | B | | F |
| Approach Delay (s) | 0.0 | 0.2 | | 53.1 |
| Approach LOS | | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.0 | | |
| Intersection Capacity Utilization | 78.6% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lanes | 1> | 0 | 0 | <1 | 1> | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 1284 | 8 | 5 | 687 | 1 | 2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1396 | 10 | 6 | 747 | 1 | 2 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 1405 | | 2159 | 1400 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1405 | | 2159 | 1400 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 99 | | 98 | 99 |
| cM capacity (veh/h) | | | 486 | | 52 | 172 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 1405 | 753 | 4 |
| Volume Left | 0 | 6 | 1 |
| Volume Right | 10 | 0 | 2 |
| cSH | 1700 | 486 | 97 |
| Volume to Capacity | 0.83 | 0.01 | 0.04 |
| Queue Length 95th (ft) | 0 | 1 | 3 |
| Control Delay (s) | 0.0 | 0.4 | 43.6 |
| Lane LOS | | A | E |
| Approach Delay (s) | 0.0 | 0.4 | 43.6 |
| Approach LOS | | | E |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.2 | | |
| Intersection Capacity Utilization | 78.1% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lanes | 1 | 1 | 1> | 0 | 1 | 1 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 44 | 804 | 1473 | 49 | 30 | 28 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.68 | 0.68 |
| Hourly flow rate (vph) | 50 | 838 | 1534 | 56 | 49 | 45 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1591 | | | | 2501 | 1562 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1591 | | | | 2501 | 1562 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 88 | | | | 0 | 67 |
| cM capacity (veh/h) | 412 | | | | 28 | 139 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 50 | 838 | 1591 | 49 | 45 |
| Volume Left | 50 | 0 | 0 | 49 | 0 |
| Volume Right | 0 | 0 | 56 | 0 | 45 |
| cSH | 412 | 1700 | 1700 | 28 | 139 |
| Volume to Capacity | 0.12 | 0.49 | 0.94 | 1.76 | 0.33 |
| Queue Length 95th (ft) | 10 | 0 | 0 | 144 | 33 |
| Control Delay (s) | 14.9 | 0.0 | 0.0 | 670.1 | 42.9 |
| Lane LOS | B | | | F | E |
| Approach Delay (s) | 0.8 | | 0.0 | 367.3 | |
| Approach LOS | | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 13.7 | | |
| Intersection Capacity Utilization | 90.8% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lanes | 1> | 0 | 0 | <1 | 1> | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 549 | 25 | 4 | 1163 | 24 | 2 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 578 | 29 | 5 | 1224 | 28 | 2 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 607 | | 1826 | 592 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 607 | | 1826 | 592 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 67 | 100 |
| cM capacity (veh/h) | | | 981 | | 83 | 510 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 607 | 1229 | 30 |
| Volume Left | 0 | 5 | 28 |
| Volume Right | 29 | 0 | 2 |
| cSH | 1700 | 981 | 89 |
| Volume to Capacity | 0.36 | 0.00 | 0.34 |
| Queue Length 95th (ft) | 0 | 0 | 33 |
| Control Delay (s) | 0.0 | 0.2 | 65.0 |
| Lane LOS | | A | F |
| Approach Delay (s) | 0.0 | 0.2 | 65.0 |
| Approach LOS | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.2 | | |
| Intersection Capacity Utilization | 74.7% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lanes | 0 | <1> | 0 | 0 | <1> | 0 | 0 | <1> | 0 | 0 | <1> | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 1 | 844 | 8 | 10 | 1479 | 3 | 14 | 0 | 5 | 1 | 0 | 2 |
| 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) | 1 | 908 | 9 | 12 | 1590 | 4 | 17 | 0 | 6 | 1 | 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) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1594 | | | 917 | | | 2533 | 2532 | 912 | 2536 | 2535 | 1592 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1594 | | | 917 | | | 2533 | 2532 | 912 | 2536 | 2535 | 1592 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 98 | | | 9 | 100 | 98 | 93 | 100 | 98 |
| cM capacity (veh/h) | 417 | | | 752 | | | 18 | 27 | 335 | 18 | 27 | 134 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 918 | 1606 | 22 | 4 |
| Volume Left | 1 | 12 | 17 | 1 |
| Volume Right | 9 | 4 | 6 | 2 |
| cSH | 417 | 752 | 24 | 43 |
| Volume to Capacity | 0.00 | 0.02 | 0.93 | 0.08 |
| Queue Length 95th (ft) | 0 | 1 | 70 | 6 |
| Control Delay (s) | 0.1 | 2.5 | 388.3 | 97.0 |
| Lane LOS | A | A | F | F |
| Approach Delay (s) | 0.1 | 2.5 | 388.3 | 97.0 |
| Approach LOS | | | F | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.2 | | |
| Intersection Capacity Utilization | 96.5% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lanes | 1 | 1 | 1> | 0 | 1 | 1 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 8 | 842 | 1487 | 15 | 9 | 5 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 10 | 915 | 1616 | 18 | 11 | 6 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1634 | | | | 2560 | 1625 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1634 | | | | 2560 | 1625 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 98 | | | | 63 | 95 |
| cM capacity (veh/h) | 402 | | | | 29 | 128 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 10 | 915 | 1634 | 11 | 6 |
| Volume Left | 10 | 0 | 0 | 11 | 0 |
| Volume Right | 0 | 0 | 18 | 0 | 6 |
| cSH | 402 | 1700 | 1700 | 29 | 128 |
| Volume to Capacity | 0.02 | 0.54 | 0.96 | 0.37 | 0.05 |
| Queue Length 95th (ft) | 2 | 0 | 0 | 29 | 4 |
| Control Delay (s) | 14.2 | 0.0 | 0.0 | 191.4 | 34.6 |
| Lane LOS | B | | | F | D |
| Approach Delay (s) | 0.1 | | 0.0 | 135.4 | |
| Approach LOS | | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.9 | | |
| Intersection Capacity Utilization | 89.3% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lanes | 0 | <1 | 1> | 0 | 1> | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 20 | 801 | 1502 | 3 | 4 | 34 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 24 | 890 | 1669 | 4 | 5 | 42 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1673 | | | | 2610 | 1671 |
| vC1, stage 1 conf vol | 0 | | | | | |
| vC2, stage 2 conf vol | 0 | | | | | |
| vCu, unblocked vol | 1673 | | | | 2610 | 1671 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.3 |
| tC, 2 stage (s) | 3.1 | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.4 |
| p0 queue free % | 96 | | | | 81 | 64 |
| cM capacity (veh/h) | 673 | | | | 26 | 116 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 914 | 1673 | 46 |
| Volume Left | 24 | 0 | 5 |
| Volume Right | 0 | 4 | 42 |
| cSH | 673 | 1700 | 85 |
| Volume to Capacity | 0.04 | 0.98 | 0.54 |
| Queue Length 95th (ft) | 3 | 0 | 60 |
| Control Delay (s) | 1.1 | 0.0 | 88.9 |
| Lane LOS | A | | F |
| Approach Delay (s) | 1.1 | 0.0 | 88.9 |
| Approach LOS | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.9 | | |
| Intersection Capacity Utilization | 89.3% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lanes | 1 | 1> | 0 | 1 | 1> | 0 | 0 | <1> | 0 | 0 | <1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 71 | 733 | 0 | 2 | 1365 | 46 | 0 | 0 | 3 | 60 | 0 | 141 |
| 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) | 77 | 797 | 0 | 2 | 1484 | 50 | 0 | 0 | 4 | 65 | 0 | 153 |
| 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 | 1534 | | | 797 | | | 2439 | 2489 | 797 | 2468 | 2464 | 1509 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1534 | | | 797 | | | 2439 | 2489 | 797 | 2468 | 2464 | 1509 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 82 | | | 100 | | | 0 | 100 | 99 | 0 | 100 | 0 |
| cM capacity (veh/h) | 434 | | | 825 | | | 0 | 24 | 387 | 18 | 25 | 148 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|---|
| Volume Total | 77 | 797 | 2 | 1534 | 4 | 65 | 153 |
| Volume Left | 77 | 0 | 2 | 0 | 0 | 65 | 0 |
| Volume Right | 0 | 0 | 0 | 50 | 4 | 0 | 153 |
| cSH | 434 | 1700 | 825 | 1700 | 387 | 18 | 148 |
| Volume to Capacity | 0.18 | 0.47 | 0.00 | 0.90 | 0.01 | 3.71 | 1.03 |
| Queue Length 95th (ft) | 16 | 0 | 0 | 0 | 1 | Err | 198 |
| Control Delay (s) | 15.1 | 0.0 | 9.4 | 0.0 | 14.4 | Err | 143.6 |
| Lane LOS | C | | A | | B | F | F |
| Approach Delay (s) | 1.3 | | 0.0 | | 14.4 | 3085.5 | |
| Approach LOS | | | | | B | F | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 256.6 | | |
| Intersection Capacity Utilization | 96.7% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lanes | 1 | 1 | 0 | 0 | <1> | 0 | 0 | <1> | 0 | 0 | <1 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 52 | 744 | 0 | 3 | 1288 | 152 | 1 | 0 | 2 | 76 | 0 | 124 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.89 | 0.92 | 0.89 | 0.92 | 0.89 | 0.89 | 0.89 | 0.89 | 0.92 |
| Hourly flow rate (vph) | 57 | 809 | 0 | 4 | 1400 | 171 | 1 | 0 | 2 | 85 | 0 | 135 |
| 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 | 1571 | | | 809 | | | 2549 | 2500 | 809 | 2417 | 2415 | 1485 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1571 | | | 809 | | | 2549 | 2500 | 809 | 2417 | 2415 | 1485 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 87 | | | 100 | | | 37 | 100 | 99 | 0 | 100 | 12 |
| cM capacity (veh/h) | 420 | | | 826 | | | 2 | 25 | 384 | 20 | 29 | 153 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 57 | 809 | 1574 | 4 | 85 | 135 |
| Volume Left | 57 | 0 | 4 | 1 | 85 | 0 |
| Volume Right | 0 | 0 | 171 | 2 | 0 | 135 |
| cSH | 420 | 1700 | 826 | 6 | 20 | 153 |
| Volume to Capacity | 0.13 | 0.48 | 0.00 | 0.63 | 4.23 | 0.88 |
| Queue Length 95th (ft) | 12 | 0 | 0 | 26 | Err | 152 |
| Control Delay (s) | 14.9 | 0.0 | 0.6 | 970.3 | Err | 101.9 |
| Lane LOS | B | | A | F | F | F |
| Approach Delay (s) | 1.0 | | 0.6 | 970.3 | 3940.4 | |
| Approach LOS | | | | F | F | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 327.7 | | |
| Intersection Capacity Utilization | 98.2% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lanes | 0 | <1 | 1> | 0 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 37 | 787 | 1432 | 75 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 40 | 855 | 1557 | 90 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1646 | | | | 2537 | 1601 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1646 | | | | 2537 | 1601 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 90 | | | | 100 | 100 |
| cM capacity (veh/h) | 393 | | | | 27 | 130 |

| Direction, Lane # | EB 1 | WB 1 |
|---|---|---|
| Volume Total | 896 | 1646 |
| Volume Left | 40 | 0 |
| Volume Right | 0 | 90 |
| cSH | 393 | 1700 |
| Volume to Capacity | 0.10 | 0.97 |
| Queue Length 95th (ft) | 8 | 0 |
| Control Delay (s) | 3.7 | 0.0 |
| Lane LOS | A | |
| Approach Delay (s) | 3.7 | 0.0 |
| Approach LOS | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.3 | | |
| Intersection Capacity Utilization | 83.7% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lanes | 0 | <1> | 0 | 0 | <1> | 0 | 0 | <1> | 0 | 0 | <1> | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Yield | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 214 | 533 | 40 | 38 | 1120 | 21 | 37 | 0 | 35 | 7 | 0 | 350 |
| 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) | 233 | 579 | 43 | 41 | 1217 | 25 | 40 | 0 | 38 | 8 | 0 | 380 |
| 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 | 1217 | | | 623 | | | 2379 | 2366 | 601 | 2417 | 2401 | 1230 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1217 | | | 623 | | | 2379 | 2366 | 601 | 2417 | 2401 | 1230 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 60 | | | 96 | | | 0 | 100 | 92 | 40 | 100 | 0 |
| cM capacity (veh/h) | 580 | | | 958 | | | 0 | 20 | 500 | 14 | 19 | 218 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 855 | 1284 | 78 | 389 |
| Volume Left | 233 | 41 | 40 | 8 |
| Volume Right | 43 | 25 | 38 | 380 |
| cSH | 580 | 958 | 0 | 166 |
| Volume to Capacity | 0.40 | 0.04 | Err | 2.35 |
| Queue Length 95th (ft) | 48 | 3 | Err | 810 |
| Control Delay (s) | 11.2 | 1.7 | Err | 668.1 |
| Lane LOS | B | A | F | F |
| Approach Delay (s) | 11.2 | 1.7 | Err | 668.1 |
| Approach LOS | | | F | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | Err | | |
| Intersection Capacity Utilization | 141.7% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lanes | 1> | 0 | 0 | <1 | 1> | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 822 | 0 | 2 | 1430 | 12 | 2 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.57 | 0.57 |
| Hourly flow rate (vph) | 839 | 0 | 2 | 1459 | 23 | 4 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 839 | | 2302 | 839 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 839 | | 2302 | 839 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 46 | 99 |
| cM capacity (veh/h) | | | 805 | | 43 | 369 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 839 | 1461 | 27 |
| Volume Left | 0 | 2 | 23 |
| Volume Right | 0 | 0 | 4 |
| cSH | 1700 | 805 | 49 |
| Volume to Capacity | 0.49 | 0.00 | 0.55 |
| Queue Length 95th (ft) | 0 | 0 | 52 |
| Control Delay (s) | 0.0 | 0.2 | 145.7 |
| Lane LOS | | A | F |
| Approach Delay (s) | 0.0 | 0.2 | 145.7 |
| Approach LOS | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.8 | | |
| Intersection Capacity Utilization | 87.0% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lanes | 1> | 0 | 1 | 1 | 1> | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 823 | 13 | 12 | 1526 | 1 | 0 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.68 | 0.68 |
| Hourly flow rate (vph) | 857 | 15 | 14 | 1590 | 2 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 872 | | 2482 | 865 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 872 | | 2482 | 865 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 98 | | 95 | 100 |
| cM capacity (veh/h) | | | 782 | | 32 | 356 |

| Direction, Lane # | EB 1 | WB 1 | NB 2 | NB 1 |
|---|---|---|---|---|
| Volume Total | 872 | 14 | 1590 | 2 |
| Volume Left | 0 | 14 | 0 | 2 |
| Volume Right | 15 | 0 | 0 | 0 |
| cSH | 1700 | 782 | 1700 | 32 |
| Volume to Capacity | 0.51 | 0.02 | 0.94 | 0.05 |
| Queue Length 95th (ft) | 0 | 1 | 0 | 4 |
| Control Delay (s) | 0.0 | 9.7 | 0.0 | 121.6 |
| Lane LOS | | A | | F |
| Approach Delay (s) | 0.0 | 0.1 | | 121.6 |
| Approach LOS | | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 90.3% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lanes | 1> | 0 | 1 | 1 | 1> | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 801 | 4 | 8 | 1497 | 7 | 3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 871 | 5 | 10 | 1627 | 8 | 4 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 875 | | 2519 | 873 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 875 | | 2519 | 873 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 99 | | 72 | 99 |
| cM capacity (veh/h) | | | 771 | | 30 | 349 |

| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|
| Volume Total | 875 | 10 | 1627 | 12 |
| Volume Left | 0 | 10 | 0 | 8 |
| Volume Right | 5 | 0 | 0 | 4 |
| cSH | 1700 | 771 | 1700 | 42 |
| Volume to Capacity | 0.51 | 0.01 | 0.96 | 0.29 |
| Queue Length 95th (ft) | 0 | 1 | 0 | 24 |
| Control Delay (s) | 0.0 | 9.7 | 0.0 | 122.1 |
| Lane LOS | | A | | F |
| Approach Delay (s) | 0.0 | 0.1 | | 122.1 |
| Approach LOS | | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.6 | | |
| Intersection Capacity Utilization | 88.8% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |