

# HCM Signalized Intersection Capacity Analysis

## 3: Milton & Humphreys St

02/02/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗↗	↖↗		↘	↘
Traffic Volume (vph)	400	722	711	96	169	479
Future Volume (vph)	400	722	711	96	169	479
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.2	4.7	4.7		5.5	4.2
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frbp, ped/bikes	1.00	1.00	0.99		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.98		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1625	3260	3171		1630	1458
Flt Permitted	0.28	1.00	1.00		0.95	1.00
Satd. Flow (perm)	475	3260	3171		1630	1458
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	400	722	711	96	169	479
RTOR Reduction (vph)	0	0	6	0	0	354
Lane Group Flow (vph)	400	722	801	0	169	125
Confl. Peds. (#/hr)	20			20	20	20
Turn Type	pm+pt	NA	NA		Prot	Over
Protected Phases	5	2	6		4	5
Permitted Phases	2					
Actuated Green, G (s)	84.5	84.5	64.1		15.3	16.2
Effective Green, g (s)	84.5	84.5	64.1		15.3	16.2
Actuated g/C Ratio	0.77	0.77	0.58		0.14	0.15
Clearance Time (s)	4.2	4.7	4.7		5.5	4.2
Vehicle Extension (s)	2.0	0.2	0.2		1.5	2.0
Lane Grp Cap (vph)	534	2504	1847		226	214
v/s Ratio Prot	c0.11	0.22	0.25		c0.10	0.09
v/s Ratio Perm	c0.47					
v/c Ratio	0.75	0.29	0.43		0.75	0.58
Uniform Delay, d1	6.5	3.8	12.8		45.5	43.8
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	5.2	0.3	0.7		12.0	2.6
Delay (s)	11.7	4.1	13.6		57.5	46.4
Level of Service	B	A	B		E	D
Approach Delay (s)		6.8	13.6		49.3	
Approach LOS		A	B		D	

### Intersection Summary

HCM 2000 Control Delay	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	14.4
Intersection Capacity Utilization	71.2%	ICU Level of Service	C
Analysis Period (min)	60		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 18: Humphreys St & Columbus Ave

02/02/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	166	319	416	171	15	250	58	243	14	48	12
Future Volume (vph)	21	166	319	416	171	15	250	58	243	14	48	12
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.6	4.6	4.6	4.0	4.8		4.0	5.2		4.0	5.6	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.88		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	1716	1458	1630	1695		1630	1508		1630	1664	
Flt Permitted	0.64	1.00	1.00	0.39	1.00		0.59	1.00		0.58	1.00	
Satd. Flow (perm)	1099	1716	1458	666	1695		1016	1508		989	1664	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	21	166	319	416	171	15	250	58	243	14	48	12
RTOR Reduction (vph)	0	0	272	0	4	0	0	128	0	0	8	0
Lane Group Flow (vph)	21	166	47	416	182	0	250	173	0	14	52	0
Turn Type	Perm	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	11.9	11.9	11.9	33.0	33.0		37.3	32.4		19.3	18.4	
Effective Green, g (s)	11.9	11.9	11.9	33.0	33.0		37.3	32.4		19.3	18.4	
Actuated g/C Ratio	0.15	0.15	0.15	0.41	0.41		0.46	0.40		0.24	0.23	
Clearance Time (s)	4.6	4.6	4.6	4.0	4.8		4.0	5.2		4.0	5.6	
Vehicle Extension (s)	1.5	1.5	1.5	2.0	1.5		1.5	1.5		1.5	1.5	
Lane Grp Cap (vph)	162	254	216	481	696		582	608		244	381	
v/s Ratio Prot		0.10		c0.19	0.11		c0.08	0.11		0.00	0.03	
v/s Ratio Perm	0.02		0.03	c0.17			c0.12			0.01		
v/c Ratio	0.13	0.65	0.22	0.86	0.26		0.43	0.28		0.06	0.14	
Uniform Delay, d1	29.7	32.3	30.1	19.1	15.6		13.7	16.1		23.4	24.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	4.6	0.2	16.8	0.1		0.2	1.2		0.0	0.7	
Delay (s)	29.8	36.9	30.3	35.9	15.7		13.9	17.3		23.4	25.4	
Level of Service	C	D	C	D	B		B	B		C	C	
Approach Delay (s)		32.4			29.6			15.8			25.0	
Approach LOS		C			C			B			C	

### Intersection Summary

HCM 2000 Control Delay	25.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	80.3	Sum of lost time (s)	18.2
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	60		

c Critical Lane Group

# HCM Unsignalized Intersection Capacity Analysis

## 24: Fort Valley Rd & Forest Ave

02/02/2018



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	46	187	384	50	157	420
Future Volume (Veh/h)	46	187	384	50	157	420
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	46	187	384	50	157	420
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage (veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1118	384			384	
vC1, stage 1 conf vol	384					
vC2, stage 2 conf vol	734					
vCu, unblocked vol	1118	384			384	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	88	72			87	
cM capacity (veh/h)	377	664			1174	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	46	187	384	50	157	420
Volume Left	46	0	0	0	157	0
Volume Right	0	187	0	50	0	0
cSH	377	664	1700	1700	1174	1700
Volume to Capacity	0.12	0.28	0.23	0.03	0.13	0.25
Queue Length 95th (ft)	10	29	0	0	12	0
Control Delay (s)	15.9	12.6	0.0	0.0	8.5	0.0
Lane LOS	C	B			A	
Approach Delay (s)	13.2		0.0		2.3	
Approach LOS	B					
Intersection Summary						
Average Delay			3.6			
Intersection Capacity Utilization			44.7%	ICU Level of Service	A	
Analysis Period (min)			60			

# HCM Signalized Intersection Capacity Analysis

## 47: Shultz Pass Rd & US 180

02/02/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	236	6	67	216	33	5	2	54	38	5	8
Future Volume (vph)	2	236	6	67	216	33	5	2	54	38	5	8
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	5.8	5.8		5.8	5.8	5.8	5.4	5.4	5.4	5.4	5.4	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1630	1709		1630	1716	1458	1630	1716	1458	1630	1557	
Flt Permitted	0.62	1.00		0.61	1.00	1.00	0.75	1.00	1.00	0.76	1.00	
Satd. Flow (perm)	1069	1709		1044	1716	1458	1285	1716	1458	1298	1557	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	2	236	6	67	216	33	5	2	54	38	5	8
RTOR Reduction (vph)	0	2	0	0	0	13	0	0	42	0	6	0
Lane Group Flow (vph)	2	240	0	67	216	20	5	2	12	38	7	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		6			2			8				4
Permitted Phases	6	6		2		2	8		8	4		
Actuated Green, G (s)	39.2	39.2		39.2	39.2	39.2	14.6	14.6	14.6	14.6	14.6	
Effective Green, g (s)	39.2	39.2		39.2	39.2	39.2	14.6	14.6	14.6	14.6	14.6	
Actuated g/C Ratio	0.60	0.60		0.60	0.60	0.60	0.22	0.22	0.22	0.22	0.22	
Clearance Time (s)	5.8	5.8		5.8	5.8	5.8	5.4	5.4	5.4	5.4	5.4	
Vehicle Extension (s)	6.0	6.0		1.5	1.5	1.5	2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	644	1030		629	1034	879	288	385	327	291	349	
v/s Ratio Prot		c0.14			0.13			0.00			0.00	
v/s Ratio Perm	0.00			0.06		0.01	0.00		0.01	c0.03		
v/c Ratio	0.00	0.23		0.11	0.21	0.02	0.02	0.01	0.04	0.13	0.02	
Uniform Delay, d1	5.1	6.0		5.5	5.9	5.2	19.6	19.6	19.7	20.1	19.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.0	0.5		0.3	0.5	0.0	0.1	0.0	0.2	0.1	0.0	
Delay (s)	5.1	6.5		5.8	6.3	5.2	19.7	19.6	19.9	20.2	19.6	
Level of Service	A	A		A	A	A	B	B	B	C	B	
Approach Delay (s)		6.5			6.1			19.9			20.1	
Approach LOS		A			A			B			C	

### Intersection Summary

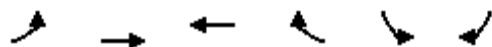
HCM 2000 Control Delay	8.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.21		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	11.2
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	60		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 3: Milton & Humphreys St

02/02/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗↗	↖↗		↘	↘
Traffic Volume (vph)	508	748	880	89	171	557
Future Volume (vph)	508	748	880	89	171	557
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.2	4.7	4.7		5.5	4.2
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frbp, ped/bikes	1.00	1.00	0.99		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1630	3260	3193		1630	1458
Flt Permitted	0.18	1.00	1.00		0.95	1.00
Satd. Flow (perm)	308	3260	3193		1630	1458
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	508	748	880	89	171	557
RTOR Reduction (vph)	0	0	7	0	0	267
Lane Group Flow (vph)	508	748	962	0	171	290
Confl. Peds. (#/hr)	20			20	20	20
Turn Type	pm+pt	NA	NA		Prot	Over
Protected Phases	5	2	6		4	5
Permitted Phases	2					
Actuated Green, G (s)	76.2	76.2	47.5		13.6	24.5
Effective Green, g (s)	76.2	76.2	47.5		13.6	24.5
Actuated g/C Ratio	0.76	0.76	0.48		0.14	0.24
Clearance Time (s)	4.2	4.7	4.7		5.5	4.2
Vehicle Extension (s)	2.0	0.2	0.2		1.5	2.0
Lane Grp Cap (vph)	558	2484	1516		221	357
v/s Ratio Prot	c0.22	0.23	0.30		c0.10	0.20
v/s Ratio Perm	c0.47					
v/c Ratio	0.91	0.30	0.63		0.77	0.81
Uniform Delay, d1	20.5	3.7	19.7		41.7	35.6
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	23.9	0.3	2.1		15.6	13.9
Delay (s)	44.4	4.0	21.8		57.3	49.5
Level of Service	D	A	C		E	D
Approach Delay (s)		20.3	21.8		51.3	
Approach LOS		C	C		D	

### Intersection Summary

HCM 2000 Control Delay	28.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.4
Intersection Capacity Utilization	82.5%	ICU Level of Service	E
Analysis Period (min)	60		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 18: Humphreys St & Columbus Ave

02/02/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	258	344	404	257	16	385	57	236	14	88	24
Future Volume (vph)	14	258	344	404	257	16	385	57	236	14	88	24
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.6	4.6	4.6	4.0	4.8		4.0	5.2		4.0	5.6	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.88		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	1716	1458	1630	1701		1630	1508		1630	1661	
Flt Permitted	0.59	1.00	1.00	0.25	1.00		0.56	1.00		0.58	1.00	
Satd. Flow (perm)	1015	1716	1458	428	1701		966	1508		996	1661	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	14	258	344	404	257	16	385	57	236	14	88	24
RTOR Reduction (vph)	0	0	282	0	3	0	0	126	0	0	10	0
Lane Group Flow (vph)	14	258	62	404	270	0	385	167	0	14	102	0
Turn Type	Perm	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	16.3	16.3	16.3	38.5	38.5		41.5	36.5		19.1	18.1	
Effective Green, g (s)	16.3	16.3	16.3	38.5	38.5		41.5	36.5		19.1	18.1	
Actuated g/C Ratio	0.18	0.18	0.18	0.43	0.43		0.46	0.41		0.21	0.20	
Clearance Time (s)	4.6	4.6	4.6	4.0	4.8		4.0	5.2		4.0	5.6	
Vehicle Extension (s)	1.5	1.5	1.5	2.0	1.5		1.5	1.5		1.5	1.5	
Lane Grp Cap (vph)	183	310	264	428	727		585	611		218	334	
v/s Ratio Prot		0.15		c0.19	0.16		c0.14	0.11		0.00	0.06	
v/s Ratio Perm	0.01		0.04	c0.21			c0.16			0.01		
v/c Ratio	0.08	0.83	0.24	0.94	0.37		0.66	0.27		0.06	0.31	
Uniform Delay, d1	30.6	35.5	31.5	20.8	17.5		17.2	17.9		28.2	30.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	18.8	0.2	44.0	0.1		2.1	1.1		0.0	2.4	
Delay (s)	30.7	54.4	31.7	64.8	17.6		19.3	19.0		28.2	33.0	
Level of Service	C	D	C	E	B		B	B		C	C	
Approach Delay (s)		41.2			45.8			19.2			32.5	
Approach LOS		D			D			B			C	

### Intersection Summary

HCM 2000 Control Delay	35.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.2
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	60		

c Critical Lane Group

# HCM Unsignalized Intersection Capacity Analysis

## 24: Fort Valley Rd & Forest Ave

02/02/2018



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	50	339	638	53	242	516
Future Volume (Veh/h)	50	339	638	53	242	516
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	50	339	638	53	242	516
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage (veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1638	638			638	
vC1, stage 1 conf vol	638					
vC2, stage 2 conf vol	1000					
vCu, unblocked vol	1638	638			638	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	79	29			74	
cM capacity (veh/h)	239	477			946	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	50	339	638	53	242	516
Volume Left	50	0	0	0	242	0
Volume Right	0	339	0	53	0	0
cSH	239	477	1700	1700	946	1700
Volume to Capacity	0.21	0.71	0.38	0.03	0.26	0.30
Queue Length 95th (ft)	20	168	0	0	26	0
Control Delay (s)	24.0	30.5	0.0	0.0	10.1	0.0
Lane LOS	C	D			B	
Approach Delay (s)	29.7		0.0		3.2	
Approach LOS	D					
Intersection Summary						
Average Delay			7.6			
Intersection Capacity Utilization			65.9%	ICU Level of Service	C	
Analysis Period (min)			60			

# HCM Signalized Intersection Capacity Analysis

## 47: Shultz Pass Rd & US 180

02/02/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗	↗	↖	↗	
Traffic Volume (vph)	7	262	5	180	364	78	6	7	118	47	6	5
Future Volume (vph)	7	262	5	180	364	78	6	7	118	47	6	5
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	5.8	5.8		5.8	5.8	5.8	5.4	5.4	5.4	5.4	5.4	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1630	1711		1630	1716	1458	1630	1716	1458	1630	1599	
Flt Permitted	0.53	1.00		0.59	1.00	1.00	0.75	1.00	1.00	0.75	1.00	
Satd. Flow (perm)	916	1711		1020	1716	1458	1287	1716	1458	1292	1599	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	7	262	5	180	364	78	6	7	118	47	6	5
RTOR Reduction (vph)	0	1	0	0	0	31	0	0	91	0	4	0
Lane Group Flow (vph)	7	266	0	180	364	47	6	7	27	47	7	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		6			2			8			4	
Permitted Phases	6	6		2		2	8		8	4		
Actuated Green, G (s)	39.2	39.2		39.2	39.2	39.2	14.6	14.6	14.6	14.6	14.6	
Effective Green, g (s)	39.2	39.2		39.2	39.2	39.2	14.6	14.6	14.6	14.6	14.6	
Actuated g/C Ratio	0.60	0.60		0.60	0.60	0.60	0.22	0.22	0.22	0.22	0.22	
Clearance Time (s)	5.8	5.8		5.8	5.8	5.8	5.4	5.4	5.4	5.4	5.4	
Vehicle Extension (s)	6.0	6.0		1.5	1.5	1.5	2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	552	1031		615	1034	879	289	385	327	290	359	
v/s Ratio Prot		0.16			c0.21			0.00			0.00	
v/s Ratio Perm	0.01			0.18		0.03	0.00		0.02	c0.04		
v/c Ratio	0.01	0.26		0.29	0.35	0.05	0.02	0.02	0.08	0.16	0.02	
Uniform Delay, d1	5.2	6.1		6.2	6.5	5.3	19.6	19.6	19.9	20.3	19.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.0	0.6		1.2	0.9	0.1	0.1	0.1	0.5	0.1	0.0	
Delay (s)	5.2	6.7		7.4	7.4	5.4	19.8	19.7	20.4	20.4	19.6	
Level of Service	A	A		A	A	A	B	B	C	C	B	
Approach Delay (s)		6.6			7.2			20.3			20.2	
Approach LOS		A			A			C			C	

### Intersection Summary

HCM 2000 Control Delay	9.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	11.2
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)	60		

c Critical Lane Group