	400 S			400 S			State St			State St		
	_	400 3			, 400 5		_	<b>1</b>				
	<b></b>	$\rightarrow$	<b>3</b>	•	<b>←</b>		7		Γ	•	1	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations (#)	2	3	1	2	3	1	1	3	1	1	3	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor Flu	0.97	0.91	0.00	0.97	0.91	0.00	1.00	0.91	0.00	1.00	0.91	0.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.92	1.00	1.00	0.92	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Sat. Flow (prot)	2815	4223	1408	2815	4223	1408	1408	4223	1408	1408	4223	1408
Flt Permitted	0.92	1.00	1.00	0.92	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Sat. Flow (perm)	0	4223	1408	0	4223	1408	552	4223	1408	708	4223	1408
Volume (vph)	104	697	304	201	762	93	127	640	112	138	896	122
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	113	758	330	218	828	101	138	696	122	150	974	133
RTOR Reduction (vph)	0	0	165	0	0	51	0	0	61	0	0	67
Lane Group Flow (vph)	113	758	165	218	828	50	138	696	61	150	974	66
Turn Type	Protected		Permitted	Protected		Permitted	Prot+perm		Permitted	Prot+perm		Permitted
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Display Green, G (s)	11.3	49.3	49.3	22.3	60.3	60.3	47.9	38.3	38.3	51.9	40.3	40.3
Effective Green, g (s)	13.0	51.0	51.0	24.0	62.0	62.0	49.6	40.0	40.0	53.6	42.0	42.0
Display g/C Ratio	0.08	0.33	0.33	0.15	0.40	0.40	0.32	0.26	0.26	0.35	0.27	0.27
Clearance Time (s)	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Lane Grp Cap (vph)	522	1436	479	935	1746	582	220	1126	375	240	1182	394
v/s Ratio Prot	0.04	0.18		0.08	0.20		0.10	0.16		0.11	0.23	
v/s Ratio Perm			0.12			0.04	0.25		0.04	0.21		0.05
v/c Ratio	0.22	0.53	0.34	0.23	0.47	0.09	0.63	0.62	0.16	0.63	0.82	0.17
Uniform delay, d1 (s)	63.8	39.9	37.0	54.9	32.0	26.8	42.4	48.3	42.2	40.0	50.5	40.8
Progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2 (s)	1.0	1.4	2.0	0.6	0.9	0.3	12.9	2.6	0.9	11.9	6.4	0.9
Delay (s)	64.8	41.3	39.0	55.5	33.0	27.1	55.4	50.9	43.1	51.9	56.9	41.7
Level of Service	E	D	D	E	С	С	E	D	D	D	E	D
Approach Delay (s)		42.8			36.7			50.5			54.7	
Approach LOS		D			D			D			D	
Intersection Summary												
HCM Average Control Delay		46.8		HCM Level of Service		D						
HCM Volume to Capacity Ratio		0.5										
Actuated Cycle Length (s)		150.0	)	Sum of Lost 1	Time (s)	16.0						
Intersection Capacity Utilization		69.2% ICU Leve		ICU Level of S	Service	С						