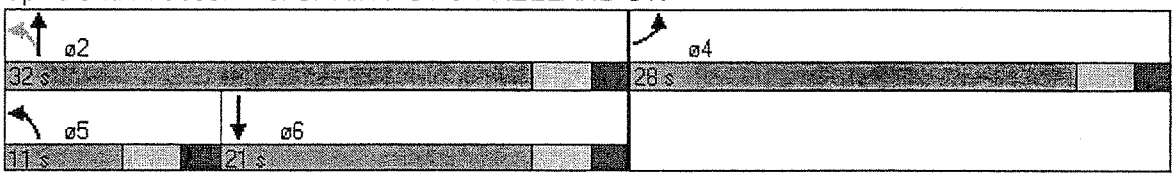
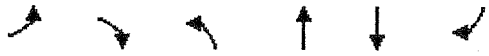
Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 55.4	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 12.8	Intersection LOS: B
Intersection Capacity Utilization 55.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: SPRING ST & FREELAND ST.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt		0.865			0.997	
Flt Protected						
Satd. Flow (prot)	0	1611	0	3539	3529	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3539	3529	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	252			697	95	
Travel Time (s)	5.7			15.8	2.2	
Volume (vph)	0	28	0	898	493	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	30	0	976	536	12
Lane Group Flow (vph)	0	30	0	976	548	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.2%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	28	0	898	493	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	30	0	976	536	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)				697	1026	
pX, platoon unblocked						
vC, conflicting volume	1030	274	548			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1030	274	548			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	96	100			
cM capacity (veh/h)	229	724	1018			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	30	325	651	357	191
Volume Left	0	0	0	0	0
Volume Right	30	0	0	0	12
cSH	724	1018	1700	1700	1700
Volume to Capacity	0.04	0.00	0.38	0.21	0.11
Queue Length 95th (ft)	3	0	0	0	0
Control Delay (s)	10.2	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	10.2	0.0		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	28.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø4
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Leading Detector (ft)	50	50	5	5	50	5	
Trailing Detector (ft)	0	0	0	0	0	0	
Turning Speed (mph)	15	9		9	15		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	
Frt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	3433	1583	1863	1583	1770	1863	
Flt Permitted	0.950				0.327		
Satd. Flow (perm)	3433	1583	1863	1583	609	1863	
Right Turn on Red		No		Yes			
Satd. Flow (RTOR)							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Link Speed (mph)	30		30			30	
Link Distance (ft)	536		476			1205	
Travel Time (s)	12.2		10.8			27.4	
Volume (vph)	744	174	551	511	96	558	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	783	183	580	538	101	587	
Lane Group Flow (vph)	783	183	580	538	101	587	
Turn Type		Prot		pm+ov	Perm		
Protected Phases	8	8	2	8		6	4
Permitted Phases				2	6		
Detector Phases	8	8	2	8	6	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	23.0	23.0	37.0	23.0	37.0	37.0	23.0
Total Split (%)	38.3%	38.3%	61.7%	38.3%	61.7%	61.7%	38%
Maximum Green (s)	18.0	18.0	32.0	18.0	32.0	32.0	18.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	Max	Max	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0
Act Effct Green (s)	18.2	18.2	33.0	59.2	33.0	33.0	
Actuated g/C Ratio	0.31	0.31	0.56	1.00	0.56	0.56	
v/c Ratio	0.74	0.38	0.56	0.34	0.30	0.56	
Control Delay	22.6	18.4	6.3	0.5	10.3	11.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	22.6	18.4	6.3	0.5	10.3	11.4	
LOS	C	B	A	A	B	B	
Approach Delay	21.8		3.5			11.2	
Approach LOS	C		A			B	

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 59.2	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 11.8	Intersection LOS: B
Intersection Capacity Utilization 65.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: LARKIN DR. & FREELAND ST.