Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	24	8	4	739	6	174	40	531	505	96	552	7
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	26	9	4	778	7	183	43	559	532	101	581	8
Lane Group Flow (vph)	0	39	0	778	190	0	0	602	532	101	589	0

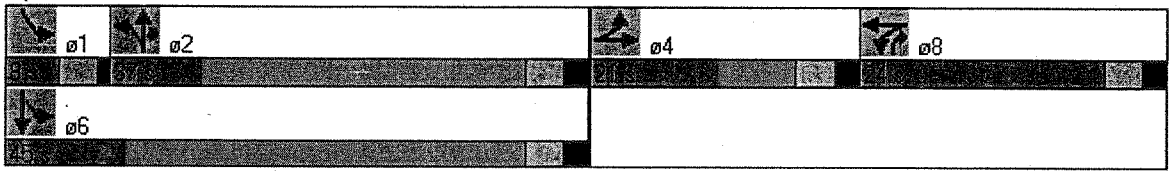
Intersection Summary

Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations								
Volume (vph)	8	739	6	40	531	505	96	552
Turn Type		Split		Perm		pm+ov	pm+pt	
Protected Phases	4	8	8		2	8	1	6
Permitted Phases				2		2	6	
Detector Phases	4	8	8	2	2	8	1	6
Minimum Initial (s)	4.0	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	8.0	21.0
Total Split (s)	21.0	24.0	24.0	37.0	37.0	24.0	8.0	45.0
Total Split (%)	23.3%	26.7%	26.7%	41.1%	41.1%	26.7%	8.9%	50.0%
Yellow Time (s)	3.0	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	1.0	2.0
Lead/Lag				Lag	Lag		Lead	
Lead-Lag Optimize?				Yes	Yes		Yes	
Recall Mode	None	None	None	Max	Max	None	None	Max
Act Effct Green (s)	8.1	20.2	20.2		35.0	57.9	41.2	41.3
Actuated g/C Ratio	0.10	0.26	0.26		0.46	0.75	0.52	0.54
v/c Ratio	0.21	0.86	0.45		0.83	0.40	0.54	0.59
Control Delay	33.7	40.4	29.6		33.9	1.3	23.1	16.5
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	33.7	40.4	29.6		33.9	1.3	23.1	16.5
LOS	C	D	C		C	A	C	B
Approach Delay	33.7		38.3		18.6			17.4
Approach LOS	C		D		B			B

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 76.9
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 25.2
Intersection LOS: C
Intersection Capacity Utilization 97.4%
ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 2: Access Dr. East & FREELAND ST.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt			0.865		0.887						0.998	
Flt Protected					0.992							
Satd. Flow (prot)	0	0	1611	0	1639	0	0	3539	0	0	3532	0
Flt Permitted					0.992							
Satd. Flow (perm)	0	0	1611	0	1639	0	0	3539	0	0	3532	0
Headway 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
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		329			277			931			476	
Travel Time (s)		7.5			6.3			21.2			10.8	

Intersection Summary

Area Type: Other

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	0	46	1	0	5	0	1065	2	7	1271	17
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.97	0.92	0.97	0.92	0.97	0.97	0.97	0.97	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	50	1	0	5	0	1098	2	7	1310	18
Lane Group Flow (vph)	0	0	50	0	6	0	0	1100	0	0	1335	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	46	1	0	5	0	1065	2	7	1271	17
Peak Hour Factor	0.92	0.92	0.92	0.97	0.92	0.97	0.92	0.97	0.97	0.97	0.97	0.92
Hourly flow rate (vph)	0	0	50	1	0	5	0	1098	2	7	1310	18
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)											476	
pX, platoon unblocked												
vC, conflicting volume	1888	2434	664	1819	2442	550	1329			1100		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1888	2434	664	1819	2442	550	1329			1100		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	88	98	100	99	100			99		
cM capacity (veh/h)	42	31	403	42	31	479	515			630		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	50	6	732	368	662	674
Volume Left	0	1	0	0	7	0
Volume Right	50	5	0	2	0	18
cSH	403	176	1700	1700	630	1700
Volume to Capacity	0.12	0.04	0.43	0.22	0.01	0.40
Queue Length 95th (ft)	11	3	0	0	1	0
Control Delay (s)	15.2	26.3	0.0	0.0	0.3	0.0
Lane LOS	C	D			A	
Approach Delay (s)	15.2	26.3	0.0		0.2	
Approach LOS	C	D				

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.968		0.997			
Flt Protected	0.963					
Satd. Flow (prot)	1736	0	3529	0	0	3539
Flt Permitted	0.963					
Satd. Flow (perm)	1736	0	3529	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30		30			30
Link Distance (ft)	377		845			931
Travel Time (s)	8.6		19.2			21.2

Intersection Summary

Area Type: Other

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	15	5	1064	19	8	1310
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	16	5	1120	20	8	1379
Lane Group Flow (vph)	21	0	1140	0	0	1387

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	15	5	1064	19	8	1310
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	16	5	1120	20	8	1379
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			845			
pX, platoon unblocked						
vC, conflicting volume	1836	570			1140	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1836	570			1140	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	76	99			99	
cM capacity (veh/h)	66	465			609	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	21	747	393	468	919
Volume Left	16	0	0	8	0
Volume Right	5	0	20	0	0
cSH	84	1700	1700	609	1700
Volume to Capacity	0.25	0.44	0.23	0.01	0.54
Queue Length 95th (ft)	22	0	0	1	0
Control Delay (s)	61.3	0.0	0.0	0.4	0.0
Lane LOS	F			A	
Approach Delay (s)	61.3	0.0		0.1	
Approach LOS	F				

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	51.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	1			1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	5	5	5
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.950		0.118			
Satd. Flow (perm)	1770	1583	220	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		81				540
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	316			394	845	
Travel Time (s)	7.2			9.0	19.2	

Intersection Summary

Area Type: Other

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	422	77	181	661	683	652
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	444	81	191	696	719	686
Lane Group Flow (vph)	444	81	191	696	719	686

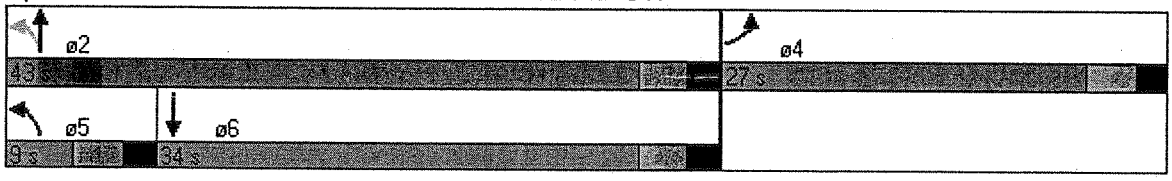
Intersection Summary

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	422	77	181	661	683	652
Turn Type		Free	pm+pt			Free
Protected Phases	4		5	2	6	
Permitted Phases		Free	2			Free
Detector Phases	4		5	2	6	
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		9.0	21.0	21.0	
Total Split (s)	27.0	0.0	9.0	43.0	34.0	0.0
Total Split (%)	38.6%	0.0%	12.9%	61.4%	48.6%	0.0%
Yellow Time (s)	3.0		3.0	3.0	3.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None	Max	Max	
Act Effct Green (s)	20.7	67.8	39.1	39.1	30.0	67.8
Actuated g/C Ratio	0.31	1.00	0.58	0.58	0.44	1.00
v/c Ratio	0.82	0.05	0.79	0.65	0.87	0.43
Control Delay	36.0	0.1	36.3	13.9	32.1	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.0	0.1	36.3	13.9	32.1	0.9
LOS	D	A	D	B	C	A
Approach Delay	30.4			18.7	16.8	
Approach LOS	C			B	B	

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 67.8
Natural Cycle: 75
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 20.0
Intersection LOS: B
Intersection Capacity Utilization 79.4%
ICU Level of Service D
Analysis Period (min) 15

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	2		0	0		1	1		0
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
Leading Detector (ft)	50	50		50	50		50	5	5	50	5	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.983			0.859				0.850		0.997	
Flt Protected		0.968		0.950				0.995		0.950		
Satd. Flow (prot)	0	1772	0	3433	1600	0	0	1853	1583	1770	1857	0
Flt Permitted		0.968		0.950				0.904		0.098		
Satd. Flow (perm)	0	1772	0	3433	1600	0	0	1684	1583	183	1857	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		3							806		2	
Headway 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
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		398			536			476			1205	
Travel Time (s)		9.0			12.2			10.8			27.4	

Intersection Summary

Area Type: Other

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	15	5	3	855	10	164	59	568	850	145	468	10
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	16	5	3	900	11	173	64	598	895	153	493	11
Lane Group Flow (vph)	0	24	0	900	184	0	0	662	895	153	504	0

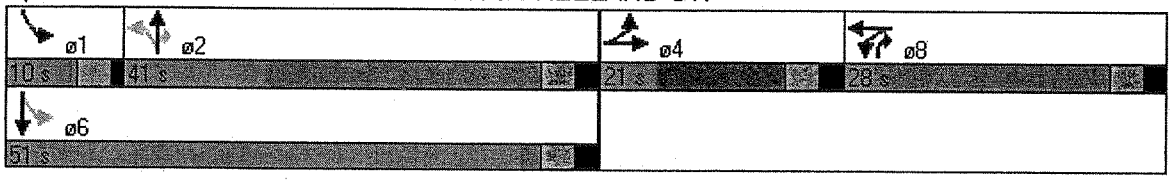
Intersection Summary

Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations								
Volume (vph)	5	855	10	59	568	850	145	468
Turn Type		Split		Perm		pm+ov	pm+pt	
Protected Phases	4	8	8		2	8	1	6
Permitted Phases				2		2	6	
Detector Phases	4	8	8	2	2	8	1	6
Minimum Initial (s)	4.0	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	8.0	21.0
Total Split (s)	21.0	28.0	28.0	41.0	41.0	28.0	10.0	51.0
Total Split (%)	21.0%	28.0%	28.0%	41.0%	41.0%	28.0%	10.0%	51.0%
Yellow Time (s)	3.0	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	1.0	2.0
Lead/Lag				Lag	Lag		Lead	
Lead-Lag Optimize?				Yes	Yes		Yes	
Recall Mode	None	None	None	Max	Max	None	None	Max
Act Effct Green (s)	7.7	24.1	24.1		37.2	63.9	47.3	47.3
Actuated g/C Ratio	0.08	0.29	0.29		0.44	0.76	0.56	0.56
v/c Ratio	0.16	0.91	0.40		0.89	0.64	0.71	0.48
Control Delay	37.3	45.5	28.9		39.6	2.8	32.4	14.2
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	37.3	45.5	28.9		39.6	2.8	32.4	14.2
LOS	D	D	C		D	A	C	B
Approach Delay	37.3		42.7		18.4			18.4
Approach LOS	D		D		B			B

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 84.2
Natural Cycle: 110
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 26.5
Intersection LOS: C
Intersection Capacity Utilization 99.5%
ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 2: Access Dr. East & FREELAND ST.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt			0.865		0.902						0.997	
Flt Protected					0.987							
Satd. Flow (prot)	0	0	1611	0	1658	0	0	3539	0	0	3529	0
Flt Permitted					0.987							
Satd. Flow (perm)	0	0	1611	0	1658	0	0	3539	0	0	3529	0
Headway 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
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		314			277			931			476	
Travel Time (s)		7.1			6.3			21.2			10.8	

Intersection Summary

Area Type: Other

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	0	28	3	0	8	0	1458	4	10	1294	24
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.97	0.92	0.97	0.92	0.97	0.97	0.97	0.97	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	30	3	0	8	0	1503	4	10	1334	26
Lane Group Flow (vph)	0	0	30	0	11	0	0	1507	0	0	1370	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	28	3	0	8	0	1458	4	10	1294	24
Peak Hour Factor	0.92	0.92	0.92	0.97	0.92	0.97	0.92	0.97	0.97	0.97	0.97	0.92
Hourly flow rate (vph)	0	0	30	3	0	8	0	1503	4	10	1334	26
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)											476	
pX, platoon unblocked												
vC, conflicting volume	2127	2875	680	2223	2886	754	1360			1507		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2127	2875	680	2223	2886	754	1360			1507		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	92	86	100	98	100			98		
cM capacity (veh/h)	27	16	393	22	16	352	501			440		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	30	11	1002	505	677	693
Volume Left	0	3	0	0	10	0
Volume Right	30	8	0	4	0	26
cSH	393	68	1700	1700	440	1700
Volume to Capacity	0.08	0.17	0.59	0.30	0.02	0.41
Queue Length 95th (ft)	6	14	0	0	2	0
Control Delay (s)	14.9	68.2	0.0	0.0	0.7	0.0
Lane LOS	B	F			A	
Approach Delay (s)	14.9	68.2	0.0		0.4	
Approach LOS	B	F				

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	53.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.941		0.997			
Flt Protected	0.972					
Satd. Flow (prot)	1704	0	3529	0	0	3539
Flt Permitted	0.972					
Satd. Flow (perm)	1704	0	3529	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30		30			30
Link Distance (ft)	377		845			931
Travel Time (s)	8.6		19.2			21.2

Intersection Summary

Area Type: Other

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	16	12	1450	27	11	1314
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	17	13	1526	28	12	1383
Lane Group Flow (vph)	30	0	1554	0	0	1395

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	16	12	1450	27	11	1314
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	17	13	1526	28	12	1383
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			845			
pX, platoon unblocked						
vC, conflicting volume	2255	777			1555	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2255	777			1555	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	50	96			97	
cM capacity (veh/h)	34	339			422	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	29	1018	537	473	922
Volume Left	17	0	0	12	0
Volume Right	13	0	28	0	0
cSH	55	1700	1700	422	1700
Volume to Capacity	0.53	0.60	0.32	0.03	0.54
Queue Length 95th (ft)	52	0	0	2	0
Control Delay (s)	128.4	0.0	0.0	0.8	0.0
Lane LOS	F			A	
Approach Delay (s)	128.4	0.0		0.3	
Approach LOS	F				

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	54.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	1			1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.950		0.091			
Satd. Flow (perm)	1770	1583	170	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		131				369
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	316			394	845	
Travel Time (s)	7.2			9.0	19.2	

Intersection Summary

Area Type: Other

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	597	178	53	880	720	604
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	628	187	56	926	758	636
Lane Group Flow (vph)	628	187	56	926	758	636

Intersection Summary

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	597	178	53	880	720	604
Turn Type		Free	pm+pt			Free
Protected Phases	4		5	2	6	
Permitted Phases		Free	2			Free
Detector Phases	4		5	2	6	
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		8.0	20.0	20.0	
Total Split (s)	38.0	0.0	8.0	52.0	44.0	0.0
Total Split (%)	42.2%	0.0%	8.9%	57.8%	48.9%	0.0%
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	0.5		0.5	0.5	0.5	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	Max		Max	Max	Max	
Act Effct Green (s)	34.0	90.0	48.0	48.0	40.0	90.0
Actuated g/C Ratio	0.38	1.00	0.53	0.53	0.44	1.00
v/c Ratio	0.94	0.12	0.35	0.93	0.92	0.40
Control Delay	51.3	0.2	16.1	37.2	41.3	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.3	0.2	16.1	37.2	41.3	0.8
LOS	D	A	B	D	D	A
Approach Delay	39.6			36.0	22.8	
Approach LOS	D			D	C	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Pretimed
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 31.2 — Intersection LOS: C
Intersection Capacity Utilization 86.1% — ICU Level of Service E
Analysis Period (min) 15

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