Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	31	22	280	24	20	512
Future Volume (vph)	31	22	280	24	20	512
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	270	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor						
Frt	0.944		0.988			
Flt Protected	0.972				0.950	
Satd. Flow (prot)	1709	0	3365	0	1752	3505
Flt Permitted	0.972				0.545	
Satd. Flow (perm)	1709	0	3365	0	1005	3505
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	35		20			
Link Speed (mph)	30		30			30
Link Distance (ft)	857		702			753
Travel Time (s)	19.5		16.0			17.1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.63	0.63	0.88	0.88	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	6%	6%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	49	35	318	27	22	551
Shared Lane Traffic (%)						
Lane Group Flow (vph)	84	0	345	0	22	551
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA		D.P+P	NA
Protected Phases	3		2		1	1 2
Permitted Phases					2	
Detector Phase	3		2		1	1 2
Switch Phase						
Minimum Initial (s)	8.0		40.0		8.0	
Minimum Split (s)	13.0		46.0		12.0	
Total Split (s)	14.0		49.0		12.0	
Total Split (%)	18.7%		65.3%		16.0%	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Yellow Time (s)	3.0		4.0		3.0	
All-Red Time (s)	2.0		2.0		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	5.0		6.0		4.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None		None	
Act Effct Green (s)	8.4		40.3		50.4	55.4
Actuated g/C Ratio	0.12		0.59		0.73	0.81
v/c Ratio	0.35		0.17		0.03	0.20
Control Delay	23.6		7.2		2.5	2.5
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	23.6		7.2		2.5	2.5
LOS	C		A		A	A
Approach Delay	23.6		7.2			2.5
Approach LOS	C		A			A
Queue Length 50th (ft)	20		33		2	26
Queue Length 95th (ft)	35		52		6	41
Internal Link Dist (ft)	777		622			673
Turn Bay Length (ft)					270	
Base Capacity (vph)	255		2126		823	2925
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.33		0.16		0.03	0.19

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 68.8			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.35			
Intersection Signal Delay: 5.9		Intersection LOS: A	
Intersection Capacity Utilization 49.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3:

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	31	21	464	74	33	423
Future Volume (vph)	31	21	464	74	33	423
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	270	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor						
Frt	0.946		0.979			
Flt Protected	0.971				0.950	
Satd. Flow (prot)	1711	0	3499	0	1770	3539
Flt Permitted	0.971				0.409	
Satd. Flow (perm)	1711	0	3499	0	762	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	27		41			
Link Speed (mph)	30		30			30
Link Distance (ft)	857		702			753
Travel Time (s)	19.5		16.0			17.1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.77	0.77	0.85	0.85	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	1%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	40	27	546	87	40	510
Shared Lane Traffic (%)						
Lane Group Flow (vph)	67	0	633	0	40	510
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot		NA		D.P+P	NA
Protected Phases	3		2		1	1 2
Permitted Phases					2	
Detector Phase	3		2		1	1 2
Switch Phase						
Minimum Initial (s)	8.0		40.0		8.0	
Minimum Split (s)	13.0		46.0		12.0	
Total Split (s)	13.0		50.0		12.0	
Total Split (%)	17.3%		66.7%		16.0%	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Yellow Time (s)	3.0		4.0		3.0	
All-Red Time (s)	2.0		2.0		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	5.0		6.0		4.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None		None	
Act Effct Green (s)	8.1		40.4		50.5	56.3
Actuated g/C Ratio	0.12		0.61		0.77	0.86
v/c Ratio	0.29		0.29		0.06	0.17
Control Delay	23.1		6.9		2.3	1.9
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	23.1		6.9		2.3	1.9
LOS	C		A		A	A
Approach Delay	23.1		6.9			1.9
Approach LOS	C		A			A
Queue Length 50th (ft)	16		65		3	24
Queue Length 95th (ft)	42		87		8	31
Internal Link Dist (ft)	777		622			673
Turn Bay Length (ft)					270	
Base Capacity (vph)	233		2375		708	3150
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.29		0.27		0.06	0.16

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 65.8			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.29			
Intersection Signal Delay: 5.6		Intersection LOS: A	
Intersection Capacity Utilization 49.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3:

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Lane Configurations							
Traffic Volume (vph)	31	21	464	74	33	423	
Future Volume (vph)	31	21	464	74	33	423	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	11	11	11	
Grade (%)	0%		0%			0%	
Storage Length (ft)	0	0		0	270		
Storage Lanes	1	0		0	1		
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95	
Ped Bike Factor							
Frt	0.946		0.979				
Flt Protected	0.971				0.950		
Satd. Flow (prot)	1654	0	3383	0	1711	3421	
Flt Permitted	0.971				0.405		
Satd. Flow (perm)	1654	0	3383	0	729	3421	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	27		23				
Link Speed (mph)	30		30			30	
Link Distance (ft)	857		702			753	
Travel Time (s)	19.5		16.0			17.1	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.77	0.77	0.85	0.85	0.83	0.83	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	1%	1%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	40	27	546	87	40	510	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	67	0	633	0	40	510	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	11		11			11	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	
Turning Speed (mph)	15	9		9	15		
Turn Type	Prot		NA		D.P+P	NA	
Protected Phases	3		2		1	1 2	9
Permitted Phases					2		
Detector Phase	3		2		1	1 2	
Switch Phase							
Minimum Initial (s)	8.0		40.0		8.0		7.0
Minimum Split (s)	13.0		46.0		12.0		24.0
Total Split (s)	13.0		50.0		12.0		24.0
Total Split (%)	13.1%		50.5%		12.1%		24%

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Yellow Time (s)	3.0		4.0		3.0		2.0
All-Red Time (s)	2.0		2.0		1.0		1.0
Lost Time Adjust (s)	0.0		0.0		0.0		
Total Lost Time (s)	5.0		6.0		4.0		
Lead/Lag			Lag		Lead		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None		None		None		None
Act Effct Green (s)	8.1		40.3		50.3	55.3	
Actuated g/C Ratio	0.12		0.59		0.74	0.81	
v/c Ratio	0.31		0.32		0.06	0.18	
Control Delay	23.8		8.0		2.4	2.3	
Queue Delay	0.0		0.0		0.0	0.0	
Total Delay	23.8		8.0		2.4	2.3	
LOS	C		A		A	A	
Approach Delay	23.8		8.0			2.3	
Approach LOS	C		A			A	
Queue Length 50th (ft)	16		67		3	24	
Queue Length 95th (ft)	42		90		8	32	
Internal Link Dist (ft)	777		622			673	
Turn Bay Length (ft)					270		
Base Capacity (vph)	218		2198		652	2919	
Starvation Cap Reductn	0		0		0	0	
Spillback Cap Reductn	0		0		0	0	
Storage Cap Reductn	0		0		0	0	
Reduced v/c Ratio	0.31		0.29		0.06	0.17	

Intersection Summary			
Area Type:	Other		
Cycle Length: 99			
Actuated Cycle Length: 68.4			
Natural Cycle: 95			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.32			
Intersection Signal Delay: 6.4		Intersection LOS: A	
Intersection Capacity Utilization 49.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1:

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Lane Configurations							
Traffic Volume (vph)	31	22	280	24	20	512	
Future Volume (vph)	31	22	280	24	20	512	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	11	11	11	
Grade (%)	0%		0%			0%	
Storage Length (ft)	0	0		0	270		
Storage Lanes	1	0		0	1		
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95	
Ped Bike Factor							
Frt	0.944		0.988				
Flt Protected	0.972				0.950		
Satd. Flow (prot)	1652	0	3253	0	1694	3388	
Flt Permitted	0.972				0.545		
Satd. Flow (perm)	1652	0	3253	0	972	3388	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	29		11				
Link Speed (mph)	30		30			30	
Link Distance (ft)	857		702			753	
Travel Time (s)	19.5		16.0			17.1	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.63	0.63	0.88	0.88	0.93	0.93	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	6%	6%	3%	3%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	49	35	318	27	22	551	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	84	0	345	0	22	551	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	11		11			11	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	
Turning Speed (mph)	15	9		9	15		
Turn Type	Prot		NA		D.P+P	NA	
Protected Phases	3		2		1	1 2	9
Permitted Phases					2		
Detector Phase	3		2		1	1 2	
Switch Phase							
Minimum Initial (s)	8.0		40.0		8.0		7.0
Minimum Split (s)	13.0		46.0		12.0		24.0
Total Split (s)	15.0		48.5		12.0		24.0
Total Split (%)	15.1%		48.7%		12.1%		24%

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Yellow Time (s)	3.0		4.0		3.0		2.0
All-Red Time (s)	2.0		2.0		1.0		1.0
Lost Time Adjust (s)	0.0		0.0		0.0		
Total Lost Time (s)	5.0		6.0		4.0		
Lead/Lag			Lag		Lead		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None		None		None		None
Act Effct Green (s)	8.6		40.3		50.4	55.3	
Actuated g/C Ratio	0.12		0.58		0.73	0.80	
v/c Ratio	0.36		0.18		0.03	0.20	
Control Delay	25.6		7.6		2.5	2.6	
Queue Delay	0.0		0.0		0.0	0.0	
Total Delay	25.6		7.6		2.5	2.6	
LOS	C		A		A	A	
Approach Delay	25.6		7.6			2.6	
Approach LOS	C		A			A	
Queue Length 50th (ft)	23		34		2	26	
Queue Length 95th (ft)	38		55		6	45	
Internal Link Dist (ft)	777		622			673	
Turn Bay Length (ft)					270		
Base Capacity (vph)	265		2022		793	2794	
Starvation Cap Reductn	0		0		0	0	
Spillback Cap Reductn	0		0		0	0	
Storage Cap Reductn	0		0		0	0	
Reduced v/c Ratio	0.32		0.17		0.03	0.20	

Intersection Summary			
Area Type:	Other		
Cycle Length: 99.5			
Actuated Cycle Length: 69			
Natural Cycle: 95			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay: 6.2		Intersection LOS: A	
Intersection Capacity Utilization 49.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1:

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	31	22	475	75	433	33
Future Volume (vph)	31	22	475	75	433	33
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	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.944		0.981			
Flt Protected	0.972					0.956
Satd. Flow (prot)	1709	0	1827	0	0	1781
Flt Permitted	0.972					0.295
Satd. Flow (perm)	1709	0	1827	0	0	550
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	24		16			
Link Speed (mph)	30		30			30
Link Distance (ft)	488		355			430
Travel Time (s)	11.1		8.1			9.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
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)	34	24	516	82	471	36
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	0	598	0	0	507
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Turn Type	Prot		NA		D.P+P	NA
Protected Phases	3		2		1	1 2
Permitted Phases					2	
Detector Phase	3		2		1	1 2
Switch Phase						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	8.0		40.0		7.5	
Minimum Split (s)	13.0		46.0		12.0	
Total Split (s)	13.0		46.0		16.0	
Total Split (%)	17.3%		61.3%		21.3%	
Yellow Time (s)	3.0		4.0		3.0	
All-Red Time (s)	2.0		2.0		1.0	
Lost Time Adjust (s)	0.0		0.0			
Total Lost Time (s)	5.0		6.0			
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	Max		Max		Max	
Act Effct Green (s)	8.0		40.0			54.0
Actuated g/C Ratio	0.11		0.53			0.72
v/c Ratio	0.29		0.61			0.86
Control Delay	24.8		15.1			23.1
Queue Delay	0.0		0.0			0.0
Total Delay	24.8		15.1			23.1
LOS	C		B			C
Approach Delay	24.8		15.1			23.1
Approach LOS	C		B			C
Queue Length 50th (ft)	15		173			56
Queue Length 95th (ft)	48		273			#138
Internal Link Dist (ft)	408		275			350
Turn Bay Length (ft)						
Base Capacity (vph)	203		981			592
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.29		0.61			0.86

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:, Start of Green			
Natural Cycle: 75			
Control Type: Pretimed			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 19.1		Intersection LOS: B	
Intersection Capacity Utilization 78.2%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3:

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	31	23	286	25	523	20
Future Volume (vph)	31	23	286	25	523	20
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	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.943		0.989			
Flt Protected	0.972					0.954
Satd. Flow (prot)	1707	0	1842	0	0	1777
Flt Permitted	0.972					0.494
Satd. Flow (perm)	1707	0	1842	0	0	920
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	25		9			
Link Speed (mph)	30		30			30
Link Distance (ft)	488		355			430
Travel Time (s)	11.1		8.1			9.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
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)	34	25	311	27	568	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	59	0	338	0	0	590
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Turn Type	Prot		NA		D.P+P	NA
Protected Phases	3		2		1	1 2
Permitted Phases					2	
Detector Phase	3		2		1	1 2
Switch Phase						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	8.0		40.0		7.5	
Minimum Split (s)	13.0		46.0		12.0	
Total Split (s)	13.0		46.0		16.0	
Total Split (%)	17.3%		61.3%		21.3%	
Yellow Time (s)	3.0		4.0		3.0	
All-Red Time (s)	2.0		2.0		1.0	
Lost Time Adjust (s)	0.0		0.0			
Total Lost Time (s)	5.0		6.0			
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	Max		Max		Max	
Act Effct Green (s)	8.0		40.0			54.0
Actuated g/C Ratio	0.11		0.53			0.72
v/c Ratio	0.29		0.34			0.74
Control Delay	24.6		10.9			9.9
Queue Delay	0.0		0.0			0.0
Total Delay	24.6		10.9			9.9
LOS	C		B			A
Approach Delay	24.6		10.9			9.9
Approach LOS	C		B			A
Queue Length 50th (ft)	15		81			68
Queue Length 95th (ft)	48		133			107
Internal Link Dist (ft)	408		275			350
Turn Bay Length (ft)						
Base Capacity (vph)	204		986			799
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.29		0.34			0.74

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:, Start of Green			
Natural Cycle: 75			
Control Type: Pretimed			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 11.1		Intersection LOS: B	
Intersection Capacity Utilization 82.5%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3:

Intersection	
Intersection Delay, s/veh	6.3
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	60	338	590
Demand Flow Rate, veh/h	62	345	601
Vehicles Circulating, veh/h	317	22	36
Vehicles Exiting, veh/h	50	615	342
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.3	4.9	7.3
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	62	345	601
Cap Entry Lane, veh/h	999	1349	1330
Entry HV Adj Factor	0.968	0.979	0.981
Flow Entry, veh/h	60	338	590
Cap Entry, veh/h	966	1321	1305
V/C Ratio	0.062	0.256	0.452
Control Delay, s/veh	4.3	4.9	7.3
LOS	A	A	A
95th %tile Queue, veh	0	1	2

Intersection	
Intersection Delay, s/veh	6.3
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	60	338	590
Demand Flow Rate, veh/h	62	345	601
Vehicles Circulating, veh/h	317	22	36
Vehicles Exiting, veh/h	50	615	342
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.3	4.9	7.3
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	62	345	601
Cap Entry Lane, veh/h	999	1349	1330
Entry HV Adj Factor	0.968	0.979	0.981
Flow Entry, veh/h	60	338	590
Cap Entry, veh/h	966	1321	1305
V/C Ratio	0.062	0.256	0.452
Control Delay, s/veh	4.3	4.9	7.3
LOS	A	A	A
95th %tile Queue, veh	0	1	2