Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	29	138	4	29	9	192	480	9	2	316	159
Future Volume (vph)	215	29	138	4	29	9	192	480	9	2	316	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Frt		0.876			0.971			0.998			0.955	
Flt Protected	0.950				0.996			0.986				
Satd. Flow (prot)	1770	1632	0	0	1801	0	0	1833	0	0	1779	0
Flt Permitted	0.720				0.980			0.700			0.998	
Satd. Flow (perm)	1341	1632	0	0	1773	0	0	1301	0	0	1775	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		145			12			1			27	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		792			598			255			345	
Travel Time (s)		18.0			13.6			5.8			7.8	
Peak Hour Factor	0.95	0.95	0.95	0.75	0.75	0.75	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	226	31	145	5	39	12	202	505	9	2	333	167
Shared Lane Traffic (%)												
Lane Group Flow (vph)	226	176	0	0	56	0	0	716	0	0	502	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		Perm	NA	
Protected Phases		4 9			4 9		3	2 3			2	
Permitted Phases	4 9	4 9		4 9	4 9		2	2 3		2	2	

Lane Group	Ø4	Ø9
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	4	9
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4 9	4 9		4 9	4 9		2	2		2	2	
Switch Phase												
Minimum Initial (s)							5.0			5.0	5.0	
Minimum Split (s)							9.5			22.5	22.5	
Total Split (s)							12.0			50.0	50.0	
Total Split (%)							10.7%			44.6%	44.6%	
Maximum Green (s)							7.5			45.5	45.5	
Yellow Time (s)							3.5			3.5	3.5	
All-Red Time (s)							1.0			1.0	1.0	
Lost Time Adjust (s)											0.0	
Total Lost Time (s)											4.5	
Lead/Lag							Lead					
Lead-Lag Optimize?							Yes					
Vehicle Extension (s)							3.0			3.0	3.0	
Recall Mode							None			Max	Max	
Walk Time (s)										7.0	7.0	
Flash Dont Walk (s)										11.0	11.0	
Pedestrian Calls (#/hr)										0	0	
Act Effct Green (s)	26.3	26.3			26.3			45.6			45.6	
Actuated g/C Ratio	0.33	0.33			0.33			0.56			0.56	
v/c Ratio	0.52	0.28			0.10			0.98			0.50	
Control Delay	26.8	6.5			15.7			35.5			12.9	
Queue Delay	0.0	0.0			0.0			0.0			0.0	
Total Delay	26.8	6.5			15.7			35.5			12.9	
LOS	C	A			B			D			B	
Approach Delay		17.9			15.7			35.5			12.9	
Approach LOS		B			B			D			B	
90th %ile Green (s)							0.0			45.5	45.5	
90th %ile Term Code							Skip			MaxR	MaxR	
70th %ile Green (s)							0.0			45.5	45.5	
70th %ile Term Code							Skip			MaxR	MaxR	
50th %ile Green (s)							0.0			45.5	45.5	
50th %ile Term Code							Skip			MaxR	MaxR	
30th %ile Green (s)							0.0			45.5	45.5	
30th %ile Term Code							Skip			MaxR	MaxR	
10th %ile Green (s)							0.0			45.5	45.5	
10th %ile Term Code							Skip			MaxR	MaxR	
Stops (vph)	167	31			23			320			265	
Fuel Used(gal)	3	1			0			8			4	
CO Emissions (g/hr)	239	99			32			562			279	
NOx Emissions (g/hr)	47	19			6			109			54	
VOC Emissions (g/hr)	55	23			7			130			65	
Dilemma Vehicles (#)	0	0			0			0			0	
Queue Length 50th (ft)	92	11			15			340			134	
Queue Length 95th (ft)	158	51			32			#632			249	
Internal Link Dist (ft)		712			518			175			265	
Turn Bay Length (ft)	150											
Base Capacity (vph)	723	946			961			733			1011	
Starvation Cap Reductn	0	0			0			0			0	

Lane Group	Ø4	Ø9
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	22.5	9.5
Total Split (s)	20.0	30.0
Total Split (%)	18%	27%
Maximum Green (s)	15.5	25.5
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
90th %ile Green (s)	15.5	12.4
90th %ile Term Code	Max	Gap
70th %ile Green (s)	15.5	7.6
70th %ile Term Code	Max	Gap
50th %ile Green (s)	15.5	6.4
50th %ile Term Code	Max	Gap
30th %ile Green (s)	14.0	6.2
30th %ile Term Code	Gap	Gap
10th %ile Green (s)	10.7	5.9
10th %ile Term Code	Gap	Gap
Stops (vph)		
Fuel Used(gal)		
CO Emissions (g/hr)		
NOx Emissions (g/hr)		
VOC Emissions (g/hr)		
Dilemma Vehicles (#)		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.31	0.19			0.06			0.98			0.50	

Intersection Summary

Area Type: Other
Cycle Length: 112
Actuated Cycle Length: 80.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 23.8 Intersection LOS: C
Intersection Capacity Utilization 92.7% ICU Level of Service F
Analysis Period (min) 15
90th %ile Actuated Cycle: 86.9
70th %ile Actuated Cycle: 82.1
50th %ile Actuated Cycle: 80.9
30th %ile Actuated Cycle: 79.2
10th %ile Actuated Cycle: 75.6
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Route 163/Depot Road & Route 32



Lane Group	Ø4	Ø9
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	53	138	8	56	13	192	480	12	5	316	159
Future Volume (vph)	215	53	138	8	56	13	192	480	12	5	316	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Frt		0.892			0.978			0.998			0.955	
Flt Protected	0.950				0.995			0.986				
Satd. Flow (prot)	1770	1662	0	0	1813	0	0	1833	0	0	1779	0
Flt Permitted	0.721				0.968			0.694			0.995	
Satd. Flow (perm)	1343	1662	0	0	1763	0	0	1290	0	0	1770	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		140			11			1			27	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		792			598			255			345	
Travel Time (s)		18.0			13.6			5.8			7.8	
Peak Hour Factor	0.95	0.95	0.95	0.75	0.75	0.75	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	226	56	145	11	75	17	202	505	13	5	333	167
Shared Lane Traffic (%)												
Lane Group Flow (vph)	226	201	0	0	103	0	0	720	0	0	505	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		Perm	NA	
Protected Phases		4 9			4 9		3	2 3			2	
Permitted Phases	4 9	4 9		4 9	4 9		2	2 3		2	2	

Lane Group	Ø4	Ø9
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	4	9
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4 9	4 9		4 9	4 9		2	2		2	2	
Switch Phase												
Minimum Initial (s)							5.0			5.0	5.0	
Minimum Split (s)							9.5			22.5	22.5	
Total Split (s)							12.0			50.0	50.0	
Total Split (%)							10.7%			44.6%	44.6%	
Maximum Green (s)							7.5			45.5	45.5	
Yellow Time (s)							3.5			3.5	3.5	
All-Red Time (s)							1.0			1.0	1.0	
Lost Time Adjust (s)											0.0	
Total Lost Time (s)											4.5	
Lead/Lag							Lead					
Lead-Lag Optimize?							Yes					
Vehicle Extension (s)							3.0			3.0	3.0	
Recall Mode							None			Max	Max	
Walk Time (s)										7.0	7.0	
Flash Dont Walk (s)										11.0	11.0	
Pedestrian Calls (#/hr)										0	0	
Act Effct Green (s)	27.4	27.4			27.4			45.6			45.6	
Actuated g/C Ratio	0.33	0.33			0.33			0.56			0.56	
v/c Ratio	0.50	0.31			0.17			1.00			0.51	
Control Delay	26.1	8.1			17.5			42.4			13.6	
Queue Delay	0.0	0.0			0.0			0.0			0.0	
Total Delay	26.1	8.1			17.5			42.4			13.6	
LOS	C	A			B			D			B	
Approach Delay		17.6			17.5			42.4			13.6	
Approach LOS		B			B			D			B	
90th %ile Green (s)							0.0			45.5	45.5	
90th %ile Term Code							Skip			MaxR	MaxR	
70th %ile Green (s)							0.0			45.5	45.5	
70th %ile Term Code							Skip			MaxR	MaxR	
50th %ile Green (s)							0.0			45.5	45.5	
50th %ile Term Code							Skip			MaxR	MaxR	
30th %ile Green (s)							0.0			45.5	45.5	
30th %ile Term Code							Skip			MaxR	MaxR	
10th %ile Green (s)							0.0			45.5	45.5	
10th %ile Term Code							Skip			MaxR	MaxR	
Stops (vph)	164	46			44			350			274	
Fuel Used(gal)	3	2			1			9			4	
CO Emissions (g/hr)	236	122			61			643			289	
NOx Emissions (g/hr)	46	24			12			125			56	
VOC Emissions (g/hr)	55	28			14			149			67	
Dilemma Vehicles (#)	0	0			0			0			0	
Queue Length 50th (ft)	92	21			33			~361			140	
Queue Length 95th (ft)	157	66			54			#660			264	
Internal Link Dist (ft)		712			518			175			265	
Turn Bay Length (ft)	150											
Base Capacity (vph)	715	950			944			718			996	
Starvation Cap Reductn	0	0			0			0			0	

Lane Group	Ø4	Ø9
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	22.5	9.5
Total Split (s)	20.0	30.0
Total Split (%)	18%	27%
Maximum Green (s)	15.5	25.5
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
90th %ile Green (s)	15.5	14.3
90th %ile Term Code	Max	Gap
70th %ile Green (s)	15.5	8.6
70th %ile Term Code	Max	Gap
50th %ile Green (s)	15.5	7.4
50th %ile Term Code	Max	Gap
30th %ile Green (s)	15.3	6.2
30th %ile Term Code	Gap	Gap
10th %ile Green (s)	10.8	5.9
10th %ile Term Code	Gap	Gap
Stops (vph)		
Fuel Used(gal)		
CO Emissions (g/hr)		
NOx Emissions (g/hr)		
VOC Emissions (g/hr)		
Dilemma Vehicles (#)		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.32	0.21			0.11			1.00			0.51	

Intersection Summary

Area Type: Other
Cycle Length: 112
Actuated Cycle Length: 82
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 26.6 Intersection LOS: C
Intersection Capacity Utilization 93.0% ICU Level of Service F
Analysis Period (min) 15
90th %ile Actuated Cycle: 88.8
70th %ile Actuated Cycle: 83.1
50th %ile Actuated Cycle: 81.9
30th %ile Actuated Cycle: 80.5
10th %ile Actuated Cycle: 75.7
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Route 163/Depot Road & Route 32



Lane Group	Ø4	Ø9
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	57	5	40	22	5	18	55	603	12	5	384	65
Future Volume (vph)	57	5	40	22	5	18	55	603	12	5	384	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. 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
Frt		0.947			0.945			0.998			0.981	
Flt Protected		0.973			0.976			0.996			0.999	
Satd. Flow (prot)	0	1716	0	0	1718	0	0	1852	0	0	1826	0
Flt Permitted		0.808			0.844			0.931			0.997	
Satd. Flow (perm)	0	1425	0	0	1486	0	0	1731	0	0	1822	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			19			1			18	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		620			655			605			255	
Travel Time (s)		14.1			14.9			13.8			5.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	60	5	42	23	5	19	58	635	13	5	404	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	107	0	0	47	0	0	706	0	0	477	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			4			2		3 9	2 3 9	
Permitted Phases	4	4		4	4		2	2		2 3 9	2 3 9	
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0				

Lane Group	Ø3	Ø9
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	3	9
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5				
Total Split (s)	20.0	20.0		20.0	20.0		50.0	50.0				
Total Split (%)	17.9%	17.9%		17.9%	17.9%		44.6%	44.6%				
Maximum Green (s)	15.5	15.5		15.5	15.5		45.5	45.5				
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5				
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		4.5			4.5			4.5				
Lead/Lag	Lag	Lag		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0				
Recall Mode	None	None		None	None		Max	Max				
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0				
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0		0	0		0	0				
Act Effct Green (s)		14.5			14.5			45.6			54.0	
Actuated g/C Ratio		0.18			0.18			0.56			0.66	
v/c Ratio		0.39			0.17			0.73			0.40	
Control Delay		28.8			22.0			20.5			4.1	
Queue Delay		0.0			0.0			1.5			0.2	
Total Delay		28.8			22.0			22.0			4.4	
LOS		C			C			C			A	
Approach Delay		28.8			22.0			22.0			4.4	
Approach LOS		C			C			C			A	
90th %ile Green (s)	15.5	15.5		15.5	15.5		45.5	45.5				
90th %ile Term Code	Max	Max		Max	Max		MaxR	MaxR				
70th %ile Green (s)	15.5	15.5		15.5	15.5		45.5	45.5				
70th %ile Term Code	Max	Max		Max	Max		MaxR	MaxR				
50th %ile Green (s)	15.5	15.5		15.5	15.5		45.5	45.5				
50th %ile Term Code	Max	Max		Max	Max		MaxR	MaxR				
30th %ile Green (s)	15.3	15.3		15.3	15.3		45.5	45.5				
30th %ile Term Code	Gap	Gap		Gap	Gap		MaxR	MaxR				
10th %ile Green (s)	10.8	10.8		10.8	10.8		45.5	45.5				
10th %ile Term Code	Gap	Gap		Gap	Gap		MaxR	MaxR				
Stops (vph)		69			26			484			97	
Fuel Used(gal)		1			1			9			2	
CO Emissions (g/hr)		103			40			604			127	
NOx Emissions (g/hr)		20			8			117			25	
VOC Emissions (g/hr)		24			9			140			29	
Dilemma Vehicles (#)		0			0			0			0	
Queue Length 50th (ft)		37			12			252			52	
Queue Length 95th (ft)		91			44			470			89	
Internal Link Dist (ft)		540			575			525			175	
Turn Bay Length (ft)												
Base Capacity (vph)		289			297			963			1205	
Starvation Cap Reductn		0			0			0			237	
Spillback Cap Reductn		1			0			116			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.37			0.16			0.83			0.49	

Lane Group	Ø3	Ø9
Minimum Split (s)	9.5	9.5
Total Split (s)	12.0	30.0
Total Split (%)	11%	27%
Maximum Green (s)	7.5	25.5
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
90th %ile Green (s)	0.0	14.3
90th %ile Term Code	Skip	Gap
70th %ile Green (s)	0.0	8.6
70th %ile Term Code	Skip	Gap
50th %ile Green (s)	0.0	7.4
50th %ile Term Code	Skip	Gap
30th %ile Green (s)	0.0	6.2
30th %ile Term Code	Skip	Gap
10th %ile Green (s)	0.0	5.9
10th %ile Term Code	Skip	Gap
Stops (vph)		
Fuel Used(gal)		
CO Emissions (g/hr)		
NOx Emissions (g/hr)		
VOC Emissions (g/hr)		
Dilemma Vehicles (#)		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary		
Area Type:	Other	
Cycle Length: 112		
Actuated Cycle Length: 82		
Natural Cycle: 90		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 1.00		
Intersection Signal Delay: 16.3		Intersection LOS: B
Intersection Capacity Utilization 78.9%		ICU Level of Service D
Analysis Period (min) 15		
90th %ile Actuated Cycle: 88.8		
70th %ile Actuated Cycle: 83.1		
50th %ile Actuated Cycle: 81.9		
30th %ile Actuated Cycle: 80.5		
10th %ile Actuated Cycle: 75.7		

Splits and Phases: 6: Route 32 & Maple Ave/Maple Ave Ext

