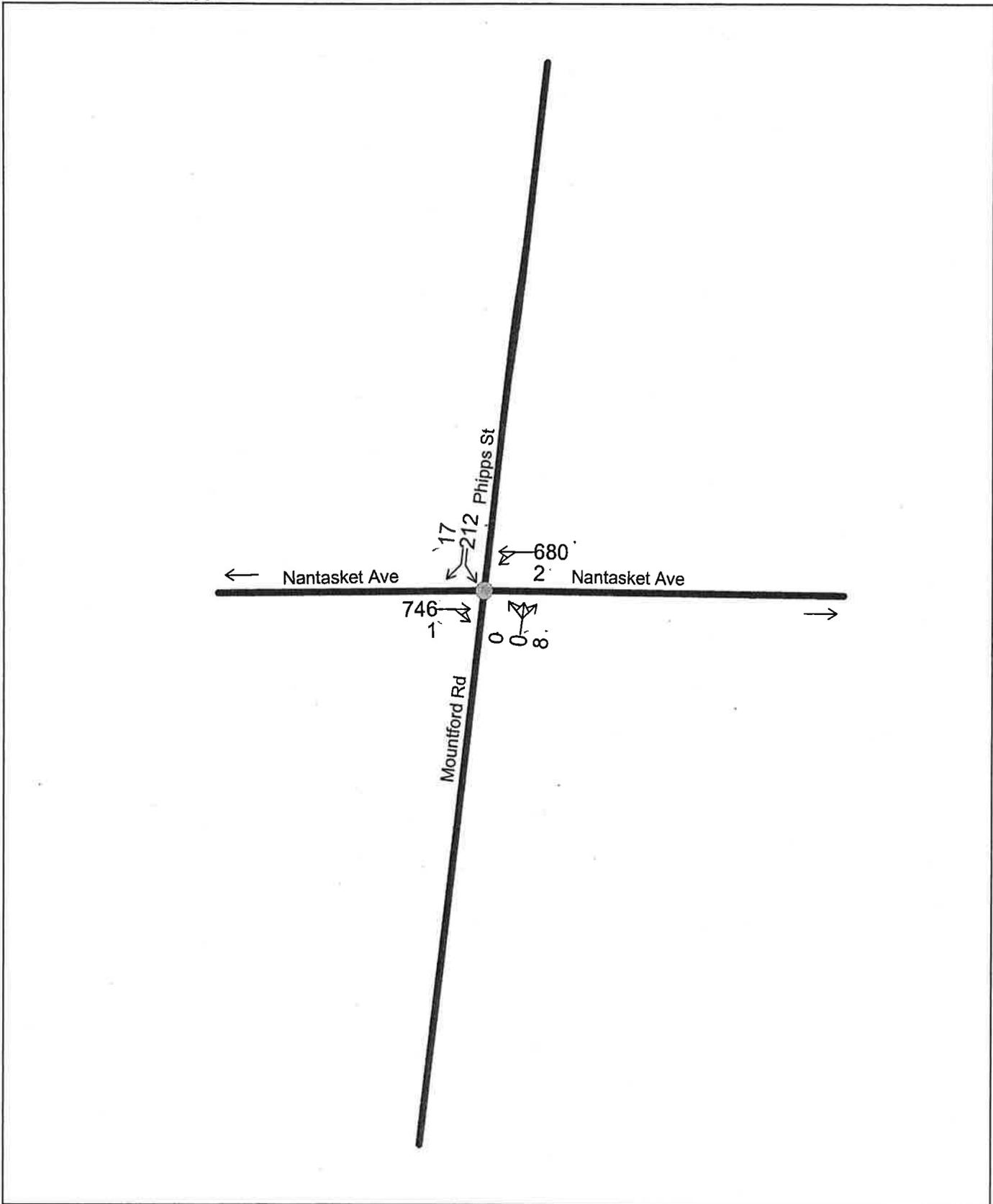


Appendix 3-2

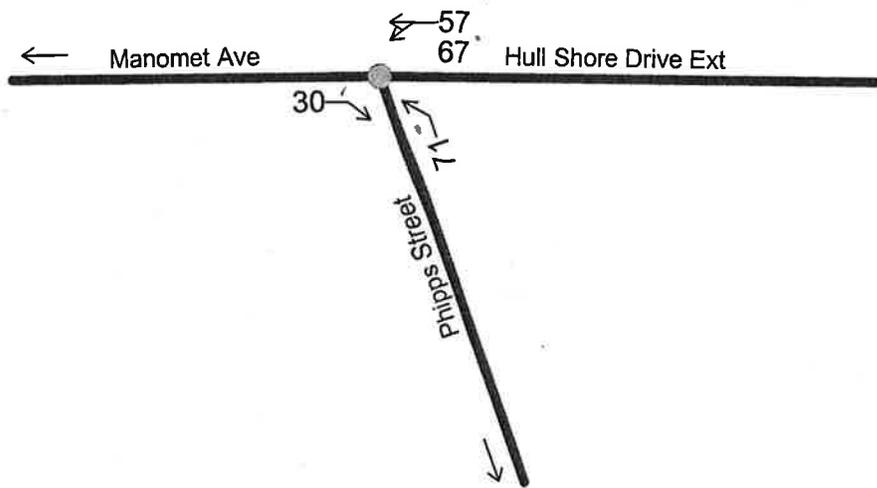
INTERSECTION LEVEL OF SERVICE ANALYSIS RESULTS





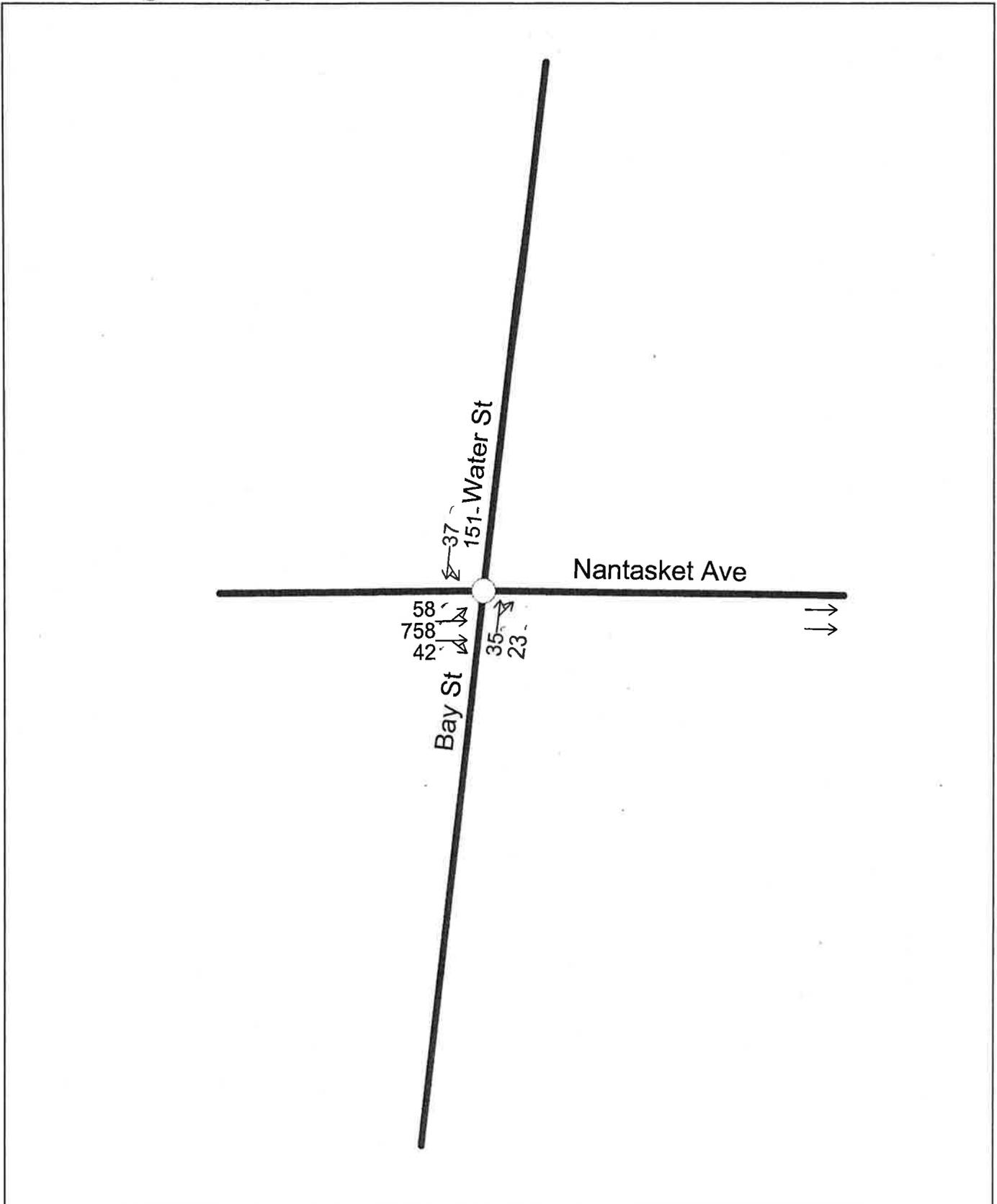


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕		↕
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	746	1	2	680	0	0	0	8	212	0	17
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.82	0.82	0.82	0.86	0.86	0.86
Hourly flow rate (vph)	0	802	1	2	739	0	0	0	10	247	0	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	739			803			1566	1546	803	1556	1547	739
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	739			803			1566	1546	803	1556	1547	739
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	97	0	100	95
cM capacity (veh/h)	872			830			86	115	385	90	115	419
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	803	741	10	247	20							
Volume Left	0	2	0	247	0							
Volume Right	1	0	10	0	20							
cSH	1700	830	385	90	419							
Volume to Capacity	0.47	0.00	0.03	2.75	0.05							
Queue Length (ft)	0	0	2	588	4							
Control Delay (s)	0.0	0.1	14.6	889.8	14.0							
Lane LOS		A	B	F	B							
Approach Delay (s)	0.0	0.1	14.6	824.8								
Approach LOS			B	F								
Intersection Summary												
Average Delay			120.7									
Intersection Capacity Utilization		64.4%		ICU Level of Service		C						
Analysis Period (min)			15									





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations		↗		↖	↖	
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	30	67	57	71	0
Peak Hour Factor	0.73	0.73	0.89	0.89	0.88	0.88
Hourly flow rate (vph)	0	41	75	64	81	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	161	0	202	161	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	161	0	202	161	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	100	96	89	91	95	
cM capacity (veh/h)	698	1082	704	698	1630	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	41	139	81			
Volume Left	0	75	81			
Volume Right	41	0	0			
cSH	1082	701	1630			
Volume to Capacity	0.04	0.20	0.05			
Queue Length (ft)	3	18	4			
Control Delay (s)	8.5	11.4	7.3			
Lane LOS	A	B	A			
Approach Delay (s)	8.5	11.4	7.3			
Approach LOS	A	B				
Intersection Summary						
Average Delay			9.7			
Intersection Capacity Utilization			17.3%	ICU Level of Service	A	
Analysis Period (min)			15			





Movement	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	12	12	12	12	12	12	12	15	12	12	15	12
Total Lost time (s)		3.0						3.0			3.0	
Lane Util. Factor		0.95						1.00			1.00	
Frt		0.99						0.95			1.00	
Flt Protected		1.00						1.00			0.96	
Satd. Flow (prot)		3536						1959			1989	
Flt Permitted		1.00						1.00			0.73	
Satd. Flow (perm)		3536						1959			1500	
Volume (vph)	58	758	42	0	0	0	0	35	23	151	37	0
Peak-hour factor, PHF	0.93	0.93	0.93	0.92	0.92	0.92	0.82	0.82	0.82	0.86	0.86	0.86
Adj. Flow (vph)	62	815	45	0	0	0	0	43	28	176	43	0
RTOR Reduction (vph)	0	5	0	0	0	0	0	19	0	0	0	0
Lane Group Flow (vph)	0	917	0	0	0	0	0	52	0	0	219	0
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Turn Type	Perm						Perm					
Protected Phases		4						2			6	
Permitted Phases	4									6		
Actuated Green, G (s)		15.6						9.8			10.8	
Effective Green, g (s)		17.6						11.8			11.8	
Actuated g/C Ratio		0.50						0.33			0.33	
Clearance Time (s)		5.0						5.0			4.0	
Vehicle Extension (s)		3.0						3.0			3.0	
Lane Grp Cap (vph)		1758						653			500	
v/s Ratio Prot								0.04				
v/s Ratio Perm		0.26									c0.15	
v/c Ratio		0.52						0.08			0.44	
Uniform Delay, d1		6.0						8.1			9.2	
Progression Factor		1.00						1.00			1.00	
Incremental Delay, d2		0.3						0.1			0.6	
Delay (s)		6.3						8.1			9.8	
Level of Service		A						A			A	
Approach Delay (s)		6.3			0.0			8.1			9.8	
Approach LOS		A			A			A			A	
Intersection Summary												
HCM Average Control Delay			7.1									A
HCM Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			35.4							6.0		
Intersection Capacity Utilization			47.6%									A
Analysis Period (min)			15									
c Critical Lane Group												



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	15	12	12	15	12
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50						50		50	50	
Trailing Detector (ft)	0	0						0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1480			2017			3127			2978	
Travel Time (s)		33.6			45.8			71.1			67.7	
Volume (vph)	58	758	42	0	0	0	0	35	23	151	37	0
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.82	0.82	0.82	0.86	0.86	0.86
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Lane Group Flow (vph)	0	922	0	0	0	0	0	71	0	0	219	0
Turn Type	Perm						Perm					
Protected Phases		4						2				6
Permitted Phases	4									6		
Detector Phases	4	4						2		6	6	
Minimum Initial (s)	4.0	4.0						4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0						21.0		20.0	20.0	
Total Split (s)	36.0	36.0	0.0	0.0	0.0	0.0	0.0	24.0	0.0	24.0	24.0	0.0
Total Split (%)	51.4%	51.4%	0.0%	0.0%	0.0%	0.0%	0.0%	34.3%	0.0%	34.3%	34.3%	0.0%
Maximum Green (s)	31.0	31.0						19.0		20.0	20.0	
Yellow Time (s)	4.0	4.0						4.0		3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0		0.5	0.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0						3.0		3.0	3.0	
Recall Mode	None	None						Min		Min	Min	
Walk Time (s)	5.0	5.0						5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0						11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0						0		0	0	
v/c Ratio		0.53						0.11			0.45	
Control Delay		7.1						7.2			12.2	
Queue Delay		0.0						0.0			0.0	
Total Delay		7.1						7.2			12.2	
Queue Length 50th (ft)		50						5			30	
Queue Length 95th (ft)		125						25			91	
Internal Link Dist (ft)		1400			1937			3047			2898	
Turn Bay Length (ft)												
Base Capacity (vph)		2303						944			708	
Starvation Cap Reductn		0						0			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.40						0.08			0.31	
Intersection Summary												
Area Type:	Other											

Lane Group	ø10
Lane Configurations	
Ideal Flow (vphpl)	
Lane Width (ft)	
Total Lost Time (s)	
Leading Detector (ft)	
Trailing Detector (ft)	
Turning Speed (mph)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phases	
Minimum Initial (s)	1.0
Minimum Split (s)	5.0
Total Split (s)	10.0
Total Split (%)	14%
Maximum Green (s)	7.5
Yellow Time (s)	2.0
All-Red Time (s)	0.5
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
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	

Cycle Length: 70

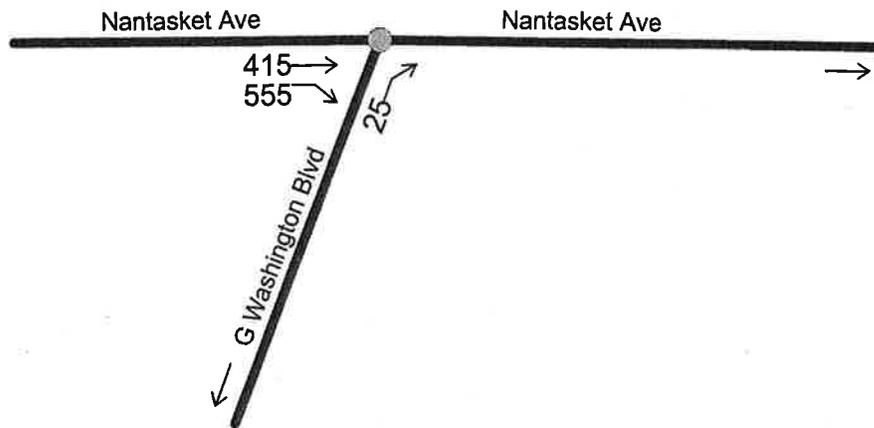
Actuated Cycle Length: 36.1

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

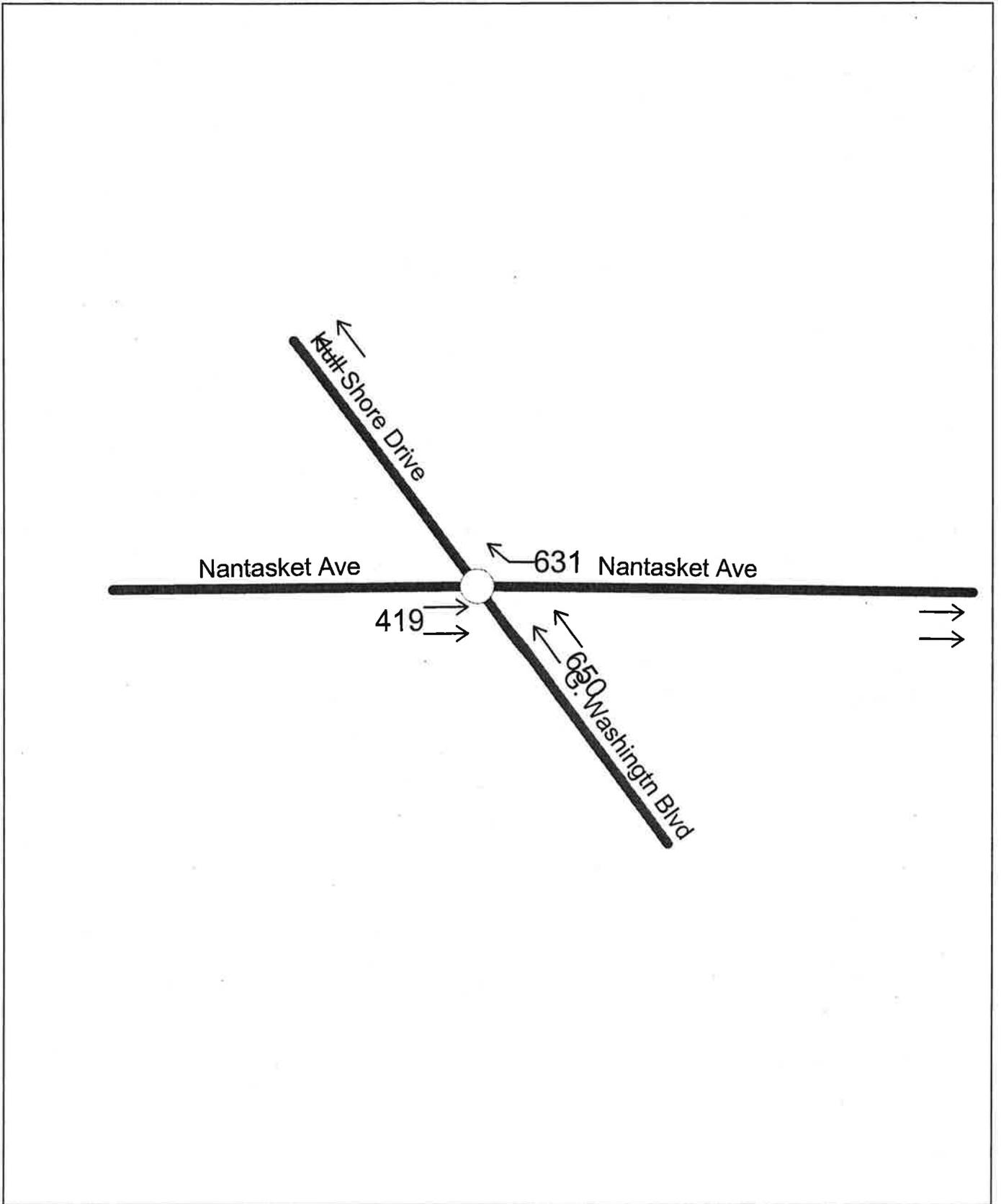
Splits and Phases: 4: Nantasket Ave & Water St

↑ ø2	↗ ø4	↘ ø10
24 s	36 s	10 s
↓ ø6		
24 s		



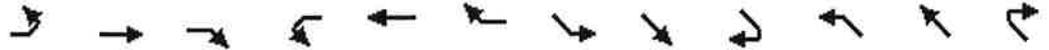


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗				↗
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	415	555	0	0	0	25
Peak Hour Factor	0.97	0.97	0.92	0.92	0.92	0.88
Hourly flow rate (vph)	428	572	0	0	0	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1000			428 428
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1000			428 428
tC, single (s)			4.1			6.4 6.2
tC, 2 stage (s)						
tF (s)			2.2			3.5 3.3
p0 queue free %			100			100 95
cM capacity (veh/h)			700			588 631
Direction, Lane #						
	EB 1	EB 2	NB 1			
Volume Total	428	572	28			
Volume Left	0	0	0			
Volume Right	0	572	28			
cSH	1700	1700	631			
Volume to Capacity	0.25	0.34	0.05			
Queue Length (ft)	0	0	4			
Control Delay (s)	0.0	0.0	11.0			
Lane LOS			B			
Approach Delay (s)	0.0			11.0		
Approach LOS			B			
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			37.7%	ICU Level of Service		A
Analysis Period (min)	15					





Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑↑				↑					↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	12	16	12	12	12	12	12	12
Total Lost time (s)		3.0				3.0					3.0	
Lane Util. Factor		0.95				1.00					0.95	
Frt		1.00				0.86					1.00	
Flt Protected		1.00				1.00					1.00	
Satd. Flow (prot)		3369				1844					3610	
Flt Permitted		1.00				1.00					1.00	
Satd. Flow (perm)		3369				1844					3610	
Volume (vph)	0	419	0	0	0	631	0	0	0	0	650	0
Peak-hour factor, PHF	0.92	0.93	0.92	0.92	0.92	0.94	0.92	0.92	0.92	0.92	0.98	0.92
Adj. Flow (vph)	0	451	0	0	0	671	0	0	0	0	663	0
RTOR Reduction (vph)	0	0	0	0	0	99	0	0	0	0	0	0
Lane Group Flow (vph)	0	451	0	0	0	572	0	0	0	0	663	0
Heavy Vehicles (%)	0%	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	1%
Turn Type	custom											
Protected Phases		2										8
Permitted Phases		2				6						8
Actuated Green, G (s)		21.1				21.1						13.7
Effective Green, g (s)		23.1				23.1						15.7
Actuated g/C Ratio		0.52				0.52						0.35
Clearance Time (s)		5.0				5.0						5.0
Vehicle Extension (s)		3.0				3.0						3.0
Lane Grp Cap (vph)		1737				951						1265
v/s Ratio Prot		0.13										c0.18
v/s Ratio Perm						0.36						
v/c Ratio		0.26				0.60						0.52
Uniform Delay, d1		6.1				7.6						11.6
Progression Factor		1.00				1.00						1.00
Incremental Delay, d2		0.4				2.8						0.4
Delay (s)		6.4				10.4						12.0
Level of Service		A				B						B
Approach Delay (s)		6.4			10.4			0.0				12.0
Approach LOS		A			B			A				B
Intersection Summary												
HCM Average Control Delay			10.0			HCM Level of Service					A	
HCM Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			44.8			Sum of lost time (s)				6.0		
Intersection Capacity Utilization			63.7%			ICU Level of Service					B	
Analysis Period (min)			15									
c	Critical Lane Group											



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑↑				↑					↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	12	12	16	12	12	12	12	12	12
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)		50				50					50	
Trailing Detector (ft)		0				0					0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1480			2017			1243			1293	
Travel Time (s)		33.6			45.8			28.3			29.4	
Volume (vph)	0	419	0	0	0	631	0	0	0	0	650	0
Peak Hour Factor	0.92	0.93	0.92	0.92	0.92	0.94	0.92	0.92	0.92	0.92	0.98	0.92
Heavy Vehicles (%)	0%	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	1%
Lane Group Flow (vph)	0	451	0	0	0	671	0	0	0	0	663	0
Turn Type						custom						
Protected Phases		2									8	
Permitted Phases		2				6					8	
Detector Phases		2				6					8	
Minimum Initial (s)		4.0				4.0					4.0	
Minimum Split (s)		21.0				21.0					21.0	
Total Split (s)	0.0	26.0	0.0	0.0	0.0	26.0	0.0	0.0	0.0	0.0	34.0	0.0
Total Split (%)	0.0%	43.3%	0.0%	0.0%	0.0%	43.3%	0.0%	0.0%	0.0%	0.0%	56.7%	0.0%
Maximum Green (s)		21.0				21.0					29.0	
Yellow Time (s)		4.0				4.0					4.0	
All-Red Time (s)		1.0				1.0					1.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0				3.0					3.0	
Recall Mode		Max				Max					None	
Walk Time (s)		5.0				5.0					5.0	
Flash Dont Walk (s)		11.0				11.0					11.0	
Pedestrian Calls (#/hr)		0				0					0	
v/c Ratio		0.26				0.64					0.52	
Control Delay		7.3				9.5					12.0	
Queue Delay		0.0				0.0					0.0	
Total Delay		7.3				9.5					12.0	
Queue Length 50th (ft)		30				70					68	
Queue Length 95th (ft)		65				199					104	
Internal Link Dist (ft)		1400			1937			1163			1213	
Turn Bay Length (ft)												
Base Capacity (vph)		1737				1050					1865	
Starvation Cap Reductn		0				0					0	
Spillback Cap Reductn		0				0					0	
Storage Cap Reductn		0				0					0	
Reduced v/c Ratio		0.26				0.64					0.36	
Intersection Summary												
Area Type:	Other											

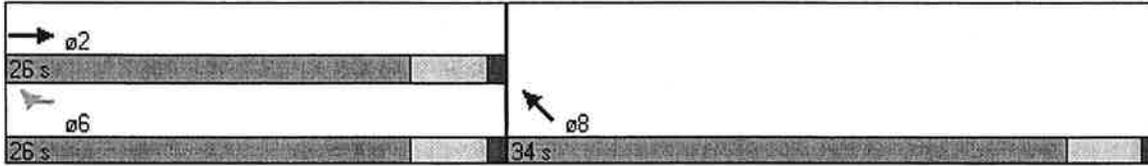
Cycle Length: 60

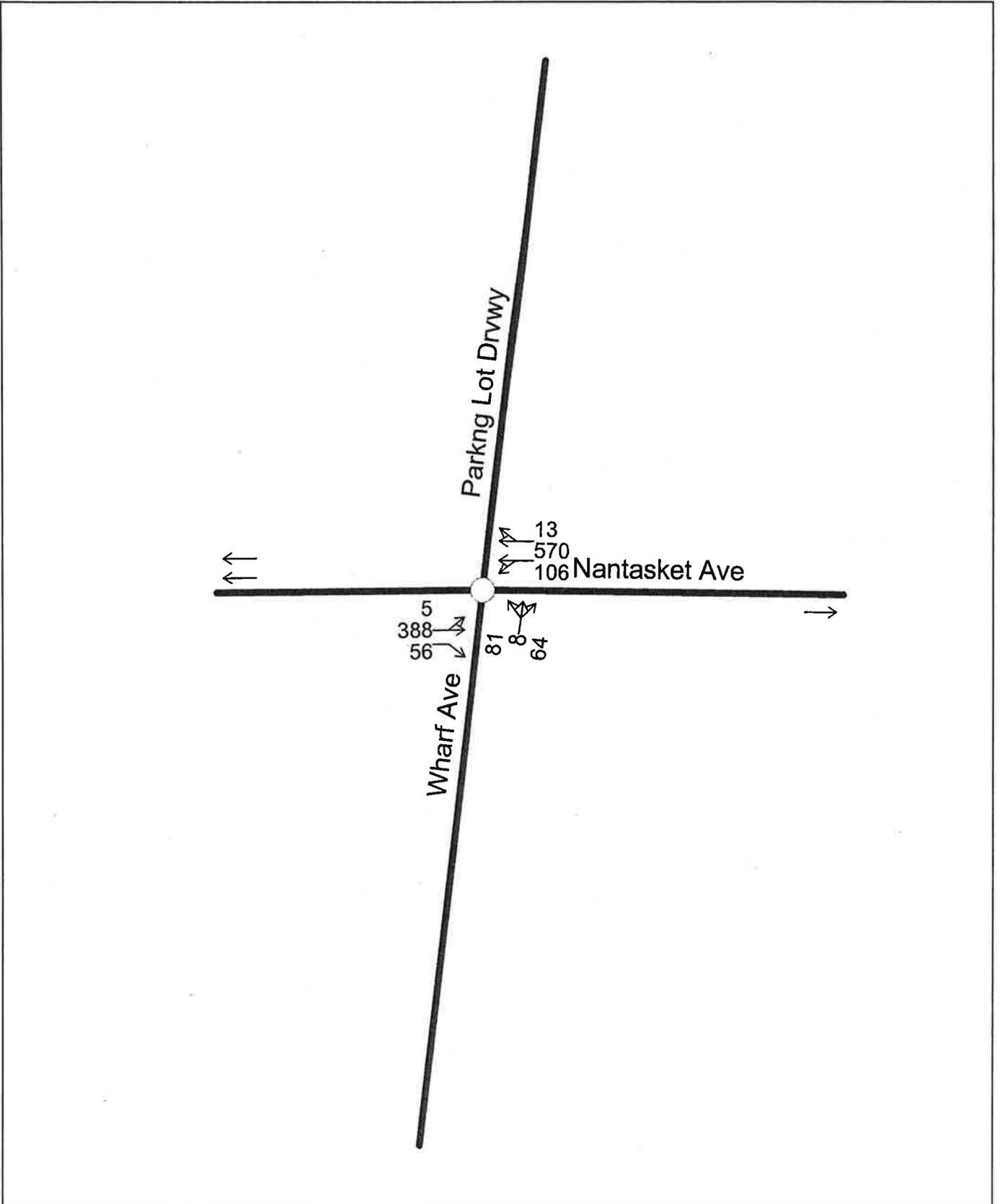
Actuated Cycle Length: 44.9

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Nantasket Ave & Hull Shore Drive







Movement	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	12	11	11	12	12	12	12	12	12	12	12	12
Total Lost time (s)		3.0	3.0		3.0			3.0				
Lane Util. Factor		1.00	1.00		0.95			1.00				
Fr _t		1.00	0.85		1.00			0.94				
Fl _t Protected		1.00	1.00		0.99			0.97				
Satd. Flow (prot)		1799	1531		3537			1747				
Fl _t Permitted		0.99	1.00		0.84			0.97				
Satd. Flow (perm)		1781	1531		2984			1747				
Volume (vph)	5	388	56	106	570	13	81	8	64	0	0	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.92	0.92	0.92	0.81	0.81	0.81	0.25	0.25	0.25
Adj. Flow (vph)	6	431	62	115	620	14	100	10	79	0	0	0
RTOR Reduction (vph)	0	0	30	0	2	0	0	37	0	0	0	0
Lane Group Flow (vph)	0	437	32	0	747	0	0	152	0	0	0	0
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Turn Type	Perm		Perm	Perm			Perm					
Protected Phases		4			8			2				
Permitted Phases	4		4	8			2					
Actuated Green, G (s)		15.3	15.3		15.3			8.4				
Effective Green, g (s)		17.3	17.3		17.3			10.4				
Actuated g/C Ratio		0.51	0.51		0.51			0.31				
Clearance Time (s)		5.0	5.0		5.0			5.0				
Vehicle Extension (s)		3.0	3.0		3.0			3.0				
Lane Grp Cap (vph)		914	786		1532			539				
v/s Ratio Prot												
v/s Ratio Perm		0.25	0.04		0.25			0.11				
v/c Ratio		0.48	0.04		0.49			0.28				
Uniform Delay, d ₁		5.3	4.1		5.3			8.8				
Progression Factor		1.00	1.00		1.00			1.00				
Incremental Delay, d ₂		0.4	0.0		0.2			0.3				
Delay (s)		5.7	4.1		5.6			9.1				
Level of Service		A	A		A			A				
Approach Delay (s)		5.5			5.6			9.1			0.0	
Approach LOS		A			A			A			A	
Intersection Summary												
HCM Average Control Delay			6.0				HCM Level of Service				A	
HCM Volume to Capacity ratio			0.44									
Actuated Cycle Length (s)			33.7				Sum of lost time (s)			6.0		
Intersection Capacity Utilization			58.8%				ICU Level of Service				B	
Analysis Period (min)			15									
c	Critical Lane Group											



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	11	11	12	12	12	12	12	12	12	12	12
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50	50	50		50	50				
Trailing Detector (ft)	0	0	0	0	0		0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1480			2017			3127			2978	
Travel Time (s)		33.6			45.8			71.1			67.7	
Volume (vph)	5	388	56	106	570	13	81	8	64	0	0	0
Peak Hour Factor	0.90	0.90	0.90	0.92	0.92	0.92	0.81	0.81	0.81	0.25	0.25	0.25
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Lane Group Flow (vph)	0	437	62	0	749	0	0	189	0	0	0	0
Turn Type	Perm		Perm	Perm			Perm					
Protected Phases		4			8			2				
Permitted Phases	4		4	8			2					
Detector Phases	4	4	4	8	8		2	2				
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)	36.0	36.0	36.0	36.0	36.0	0.0	24.0	24.0	0.0	0.0	0.0	0.0
Total Split (%)	51.4%	51.4%	51.4%	51.4%	51.4%	0.0%	34.3%	34.3%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	31.0	31.0	31.0	31.0	31.0		19.0	19.0				
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0				
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0				
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	None	None	None		Min	Min				
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				
v/c Ratio		0.48	0.08		0.55			0.33				
Control Delay		6.7	1.9		6.7			8.9				
Queue Delay		0.0	0.0		0.0			0.0				
Total Delay		6.7	1.9		6.7			8.9				
Queue Length 50th (ft)		40	0		36			17				
Queue Length 95th (ft)		111	11		91			58				
Internal Link Dist (ft)		1400			1937			3047			2898	
Turn Bay Length (ft)												
Base Capacity (vph)		1192	1043		1794			860				
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		0.37	0.06		0.42			0.22				
Intersection Summary												
Area Type:	Other											

Lane Group	ø10
Lane Configurations	
Ideal Flow (vphpl)	
Lane Width (ft)	
Total Lost Time (s)	
Leading Detector (ft)	
Trailing Detector (ft)	
Turning Speed (mph)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phases	
Minimum Initial (s)	1.0
Minimum Split (s)	5.0
Total Split (s)	10.0
Total Split (%)	14%
Maximum Green (s)	7.5
Yellow Time (s)	2.0
All-Red Time (s)	0.5
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
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	

Cycle Length: 70

Actuated Cycle Length: 34.3

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Nantasket Ave & Parkng Lot Drwy

 02	 04	 010
24 s	36 s	10 s
	 08	
	36 s	





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕			↕		↕
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	389	39	14	578	39	30
Peak Hour Factor	0.83	0.83	0.93	0.93	0.72	0.72
Hourly flow rate (vph)	469	47	15	622	54	42
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume						
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol						
tC, single (s)						
tC, 2 stage (s)						
tF (s)						
p0 queue free %						
cM capacity (veh/h)						
Direction, Lane #						
	EB 1	WB 1	NB 1			
Volume Total	516	637	96			
Volume Left	0	15	54			
Volume Right	47	0	42			
cSH	1700	1055	299			
Volume to Capacity	0.30	0.01	0.32			
Queue Length (ft)	0	1	34			
Control Delay (s)	0.0	0.4	22.6			
Lane LOS		A	C			
Approach Delay (s)	0.0	0.4	22.6			
Approach LOS			C			
Intersection Summary						
Average Delay						
Intersection Capacity Utilization						
Analysis Period (min)						