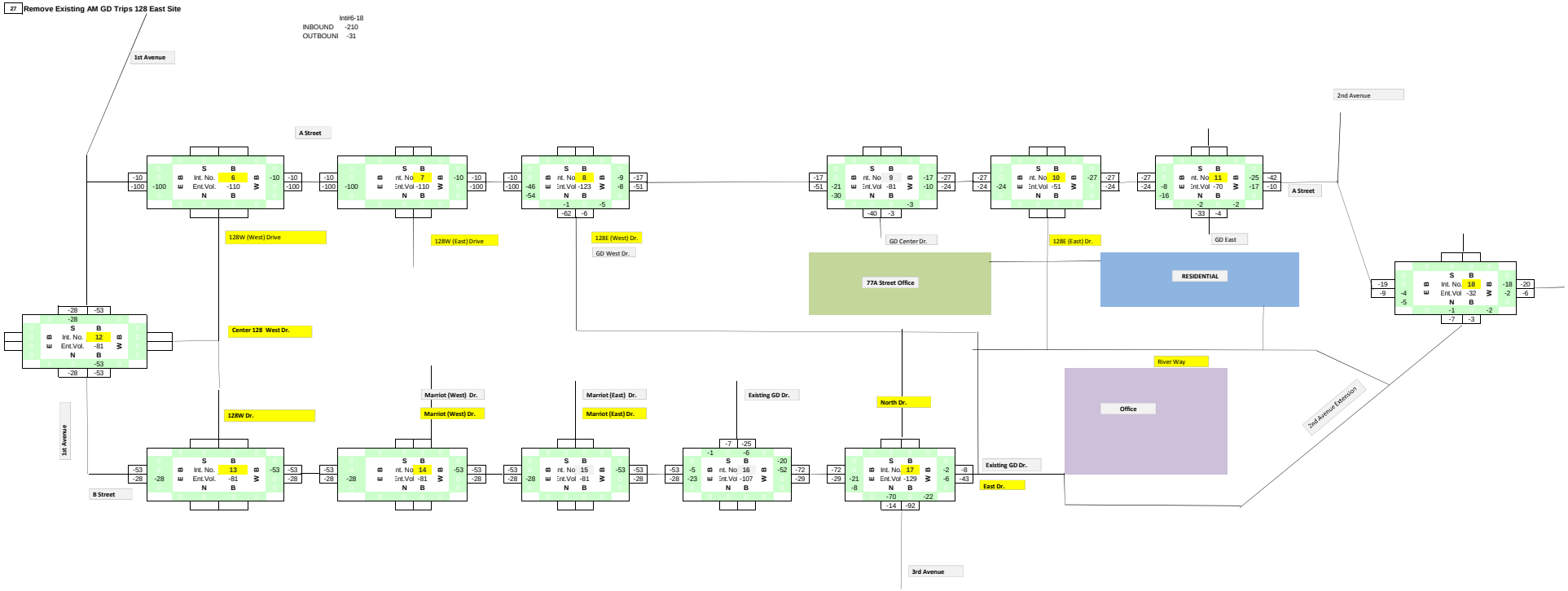
Attachment 2.J

Site Driveway Analyses

Removal of Existing Site Trips

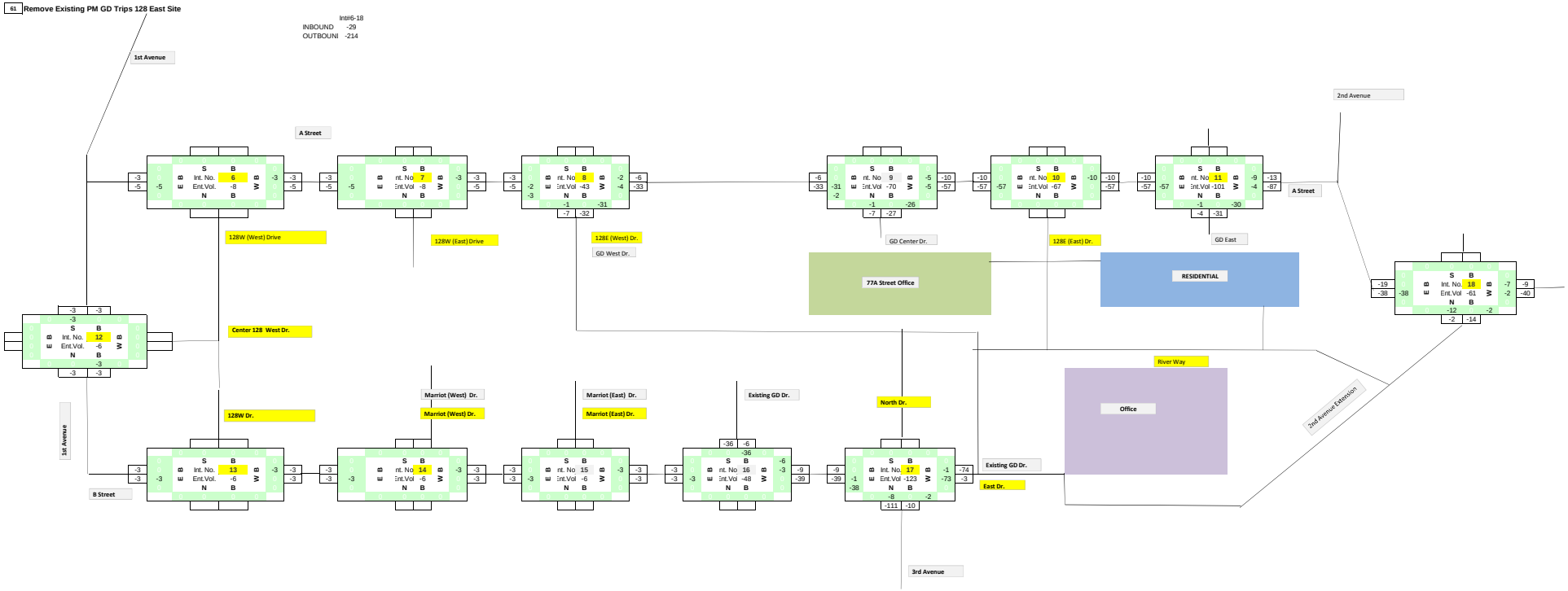
27 **Remove Existing AM GD Trips 128 East Site**

Inti#6-18
INBOUND -210
OUTBOUNI -31



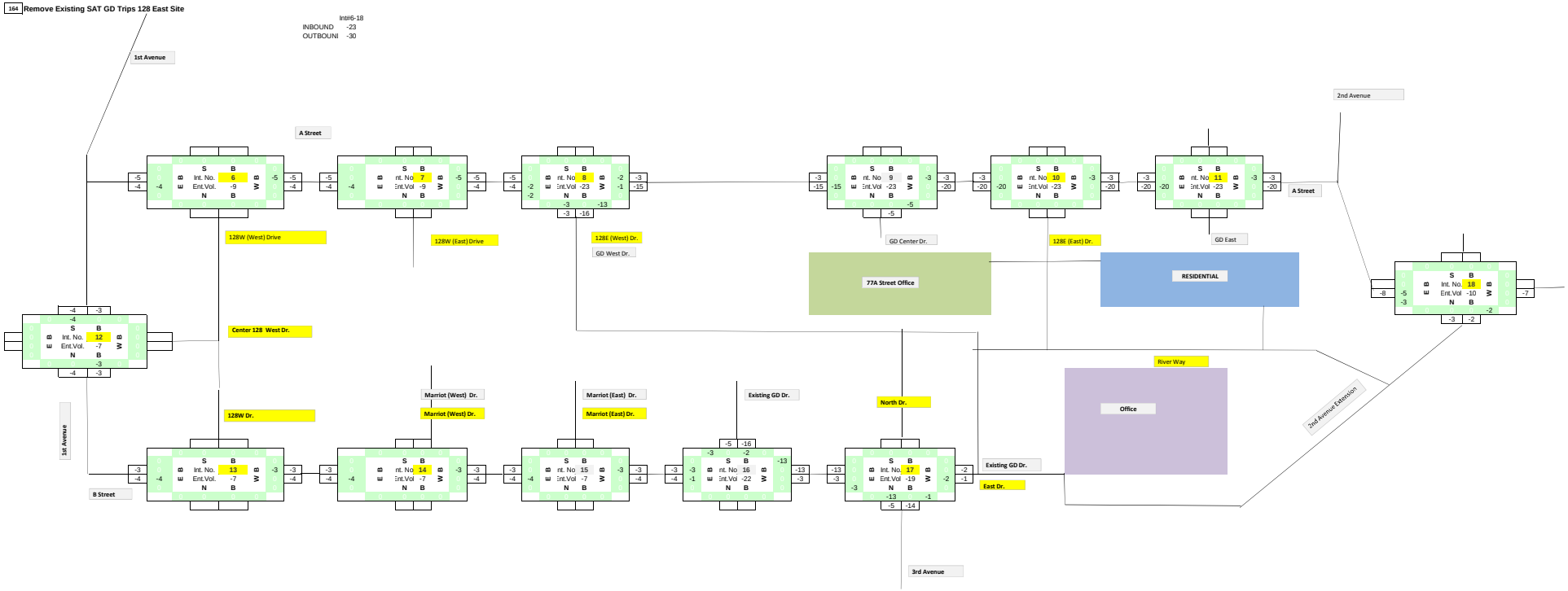
61 **Remove Existing PM GD Trips 128 East Site**

Inti#6-18
INBOUND -29
OUTBOUNI -214



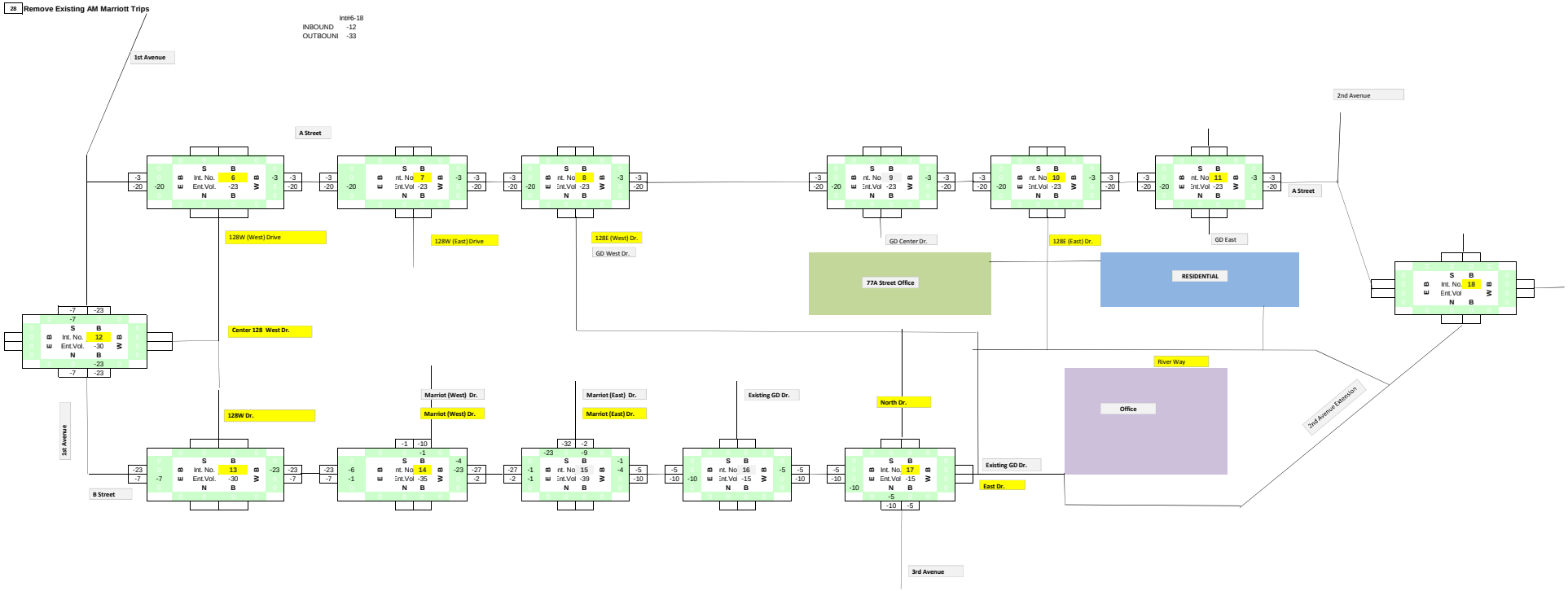
164 **Remove Existing SAT GD Trips 128 East Site**

Inti#6-18
INBOUND -23
OUTBOUNI -30



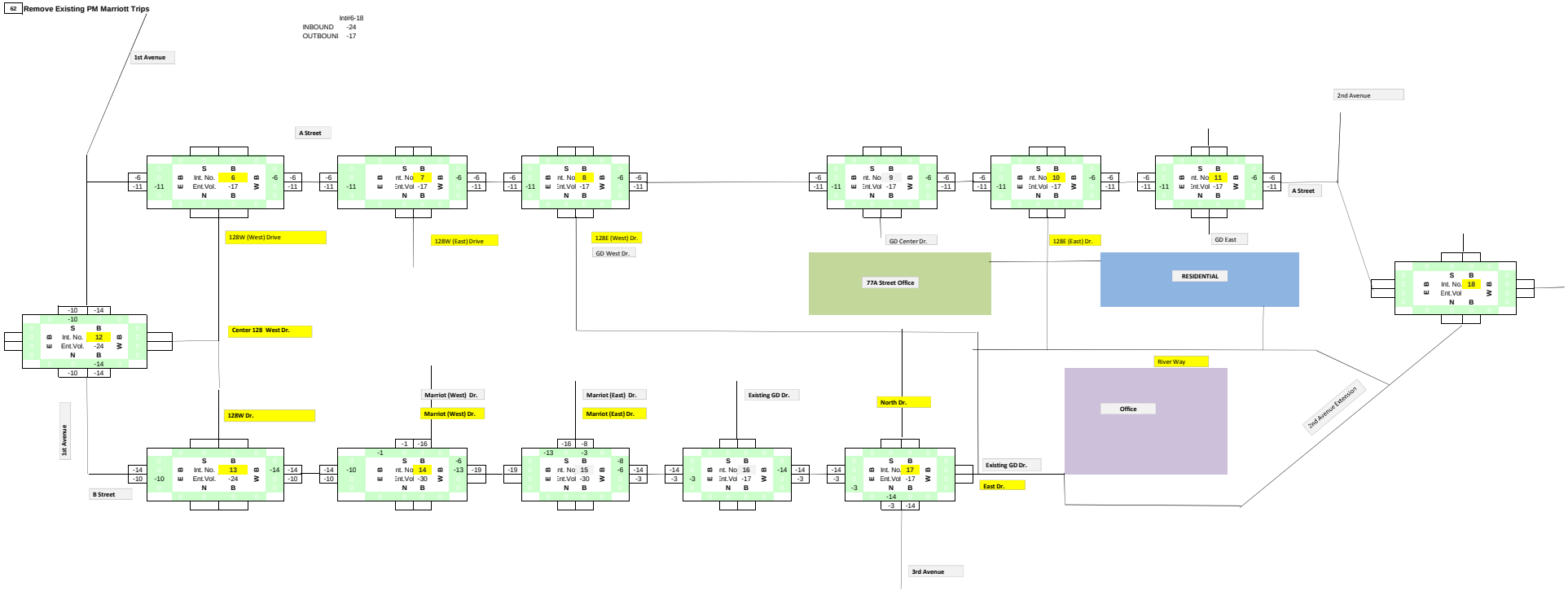
28 **Remove Existing AM Marriott Trips**

Intl#6-18
INBOUND -12
OUTBOUNI -33



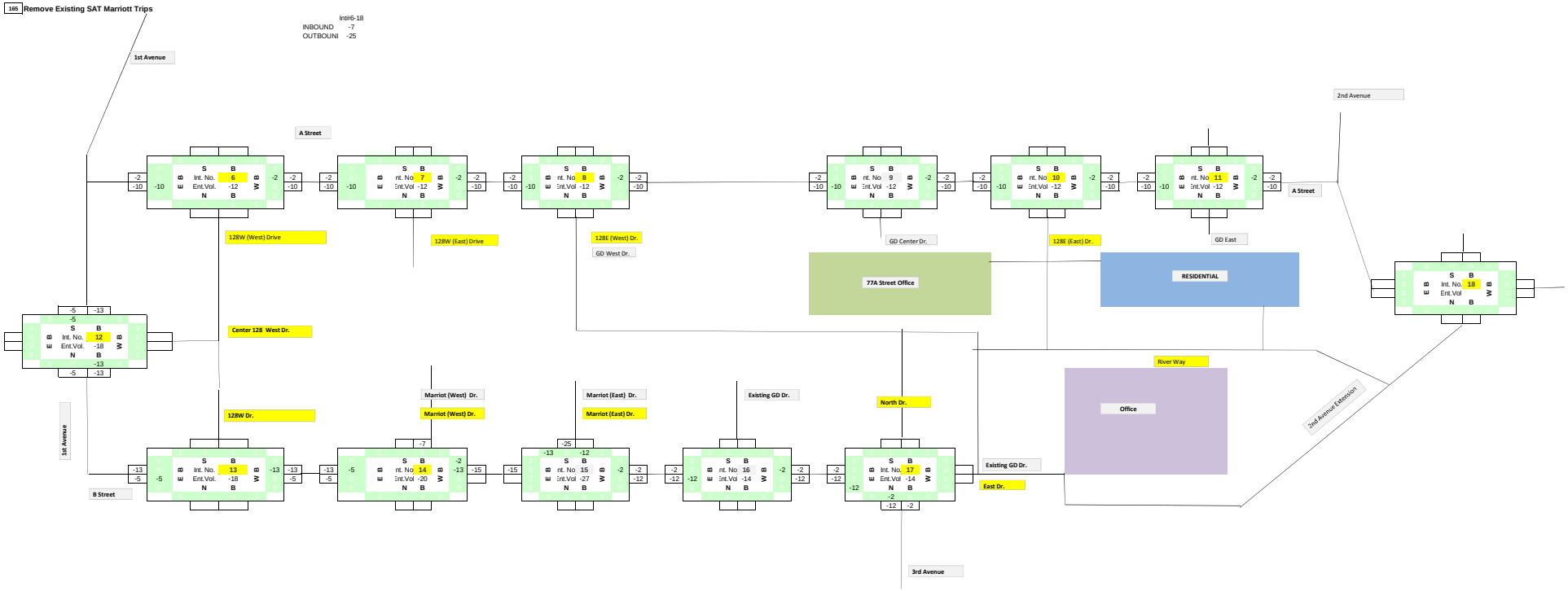
62 **Remove Existing PM Marriott Trips**

Int#6-18
INBOUND -24
OUTBOUNI -17



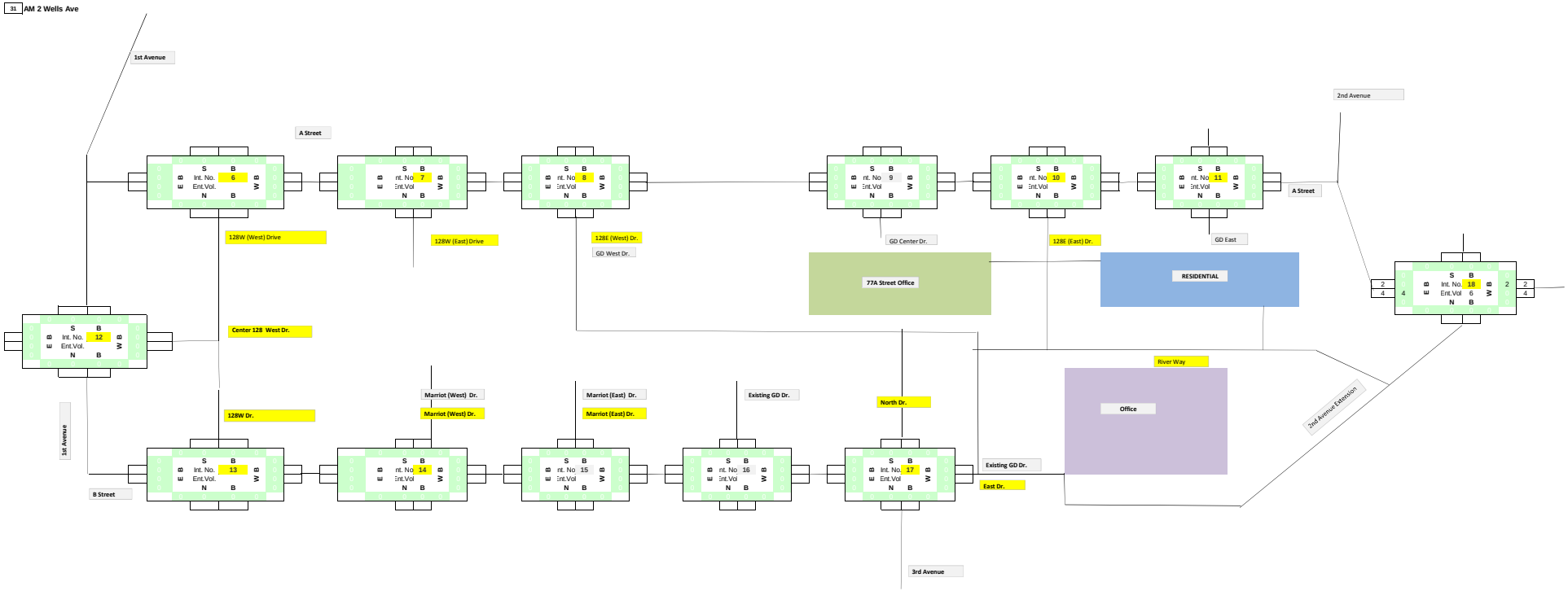
165 **Remove Existing SAT Marriott Trips**

Inti#6-18
INBOUND -7
OUTBOUNI -25

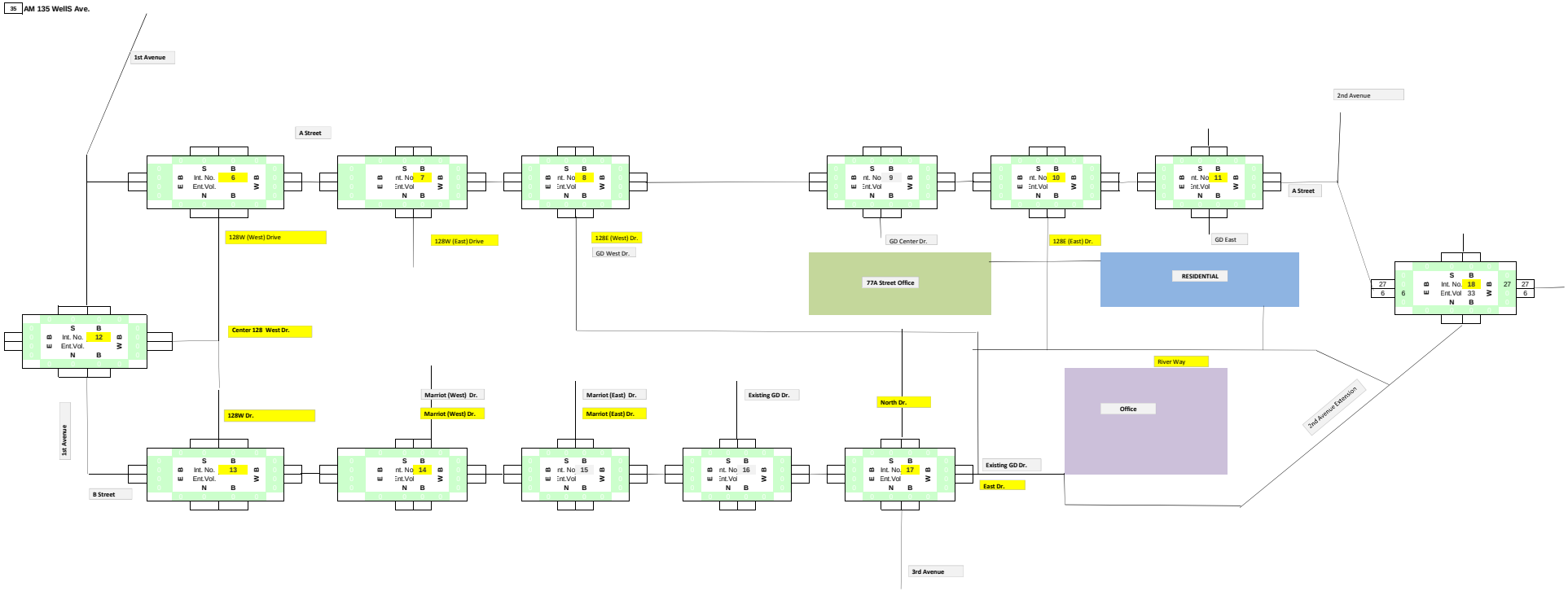


Off-Site Development Trip Tracings

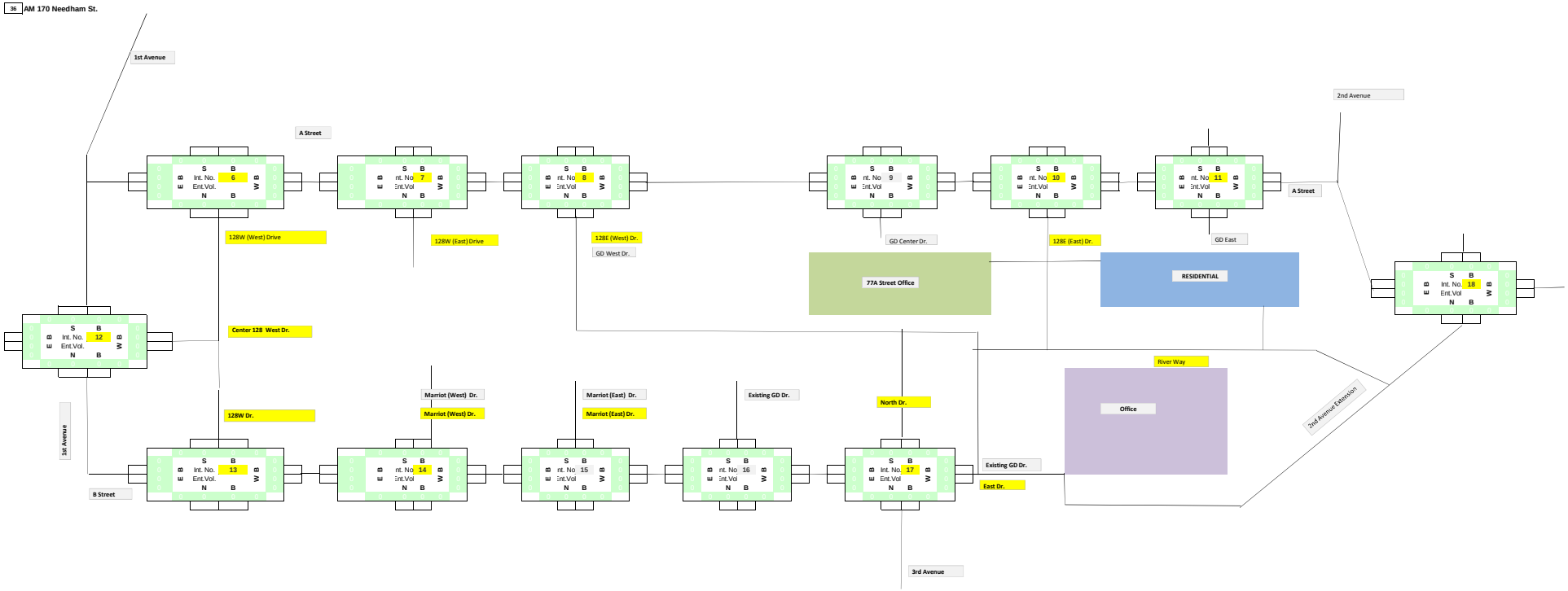
31 **AM 2 Wells Ave**



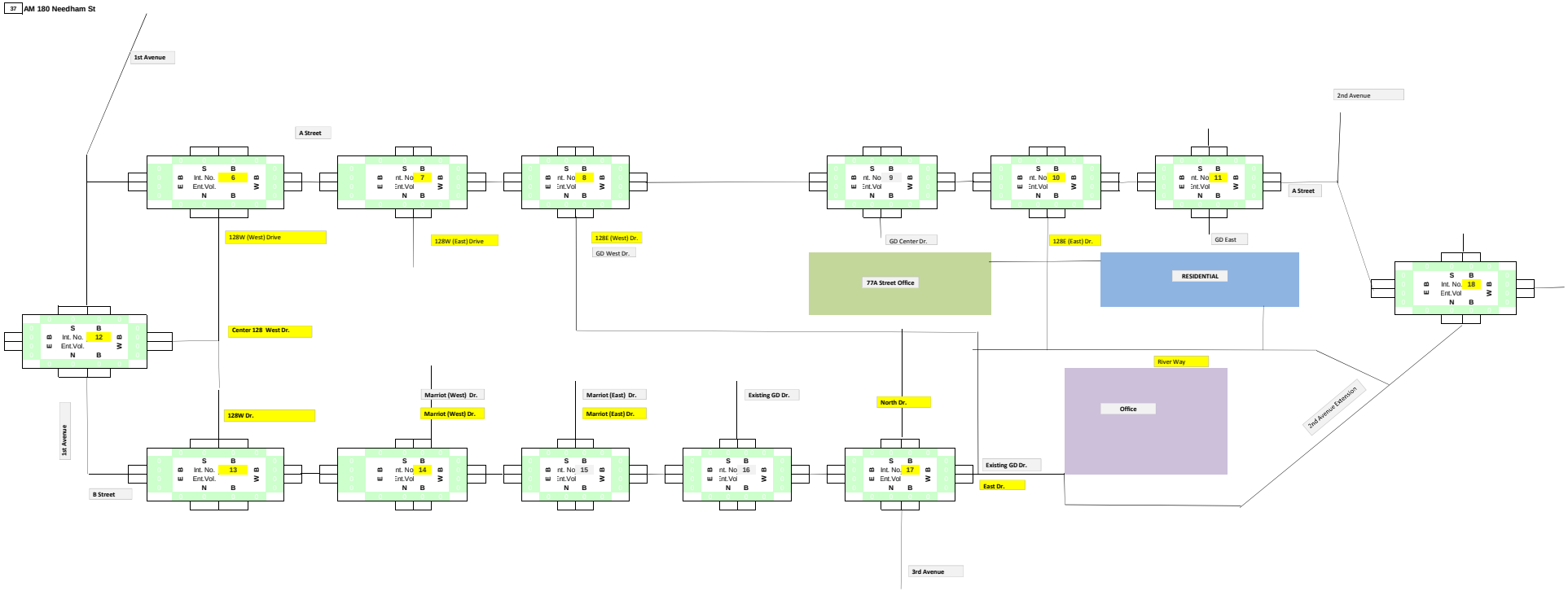
35 AM 135 WellS Ave.



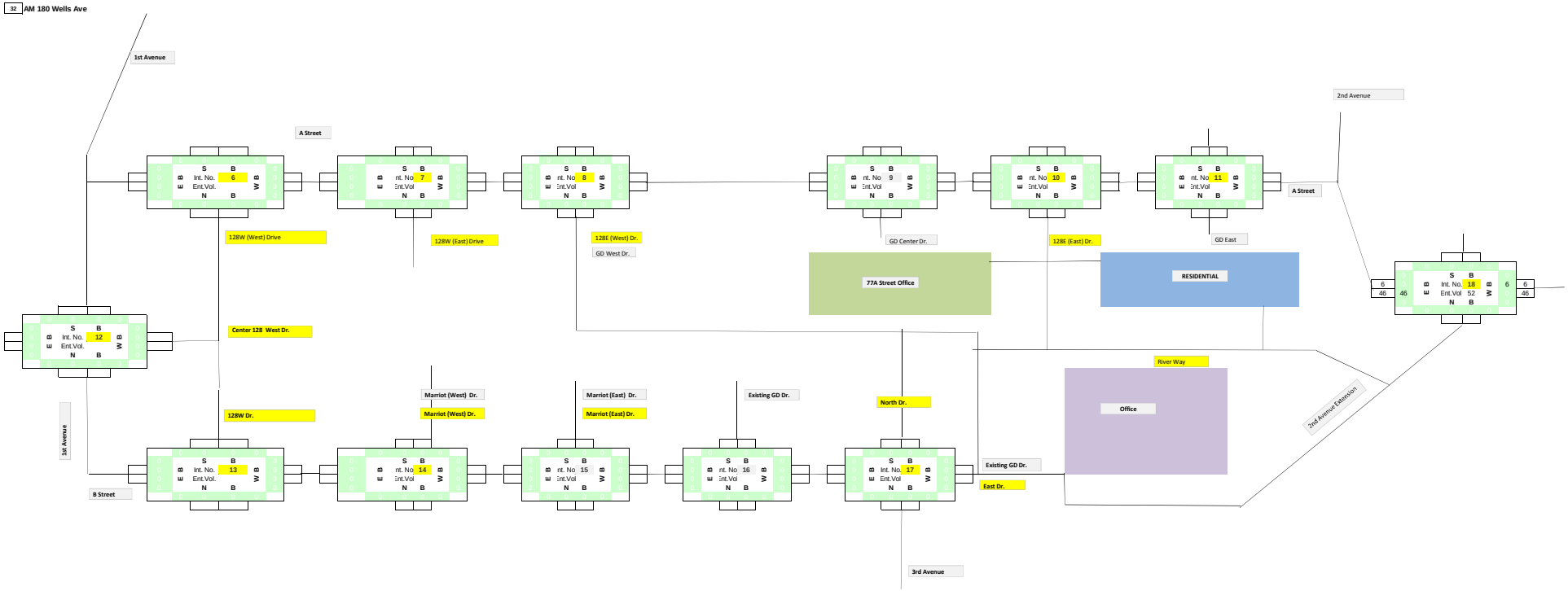
36 **AM 170 Needham St.**



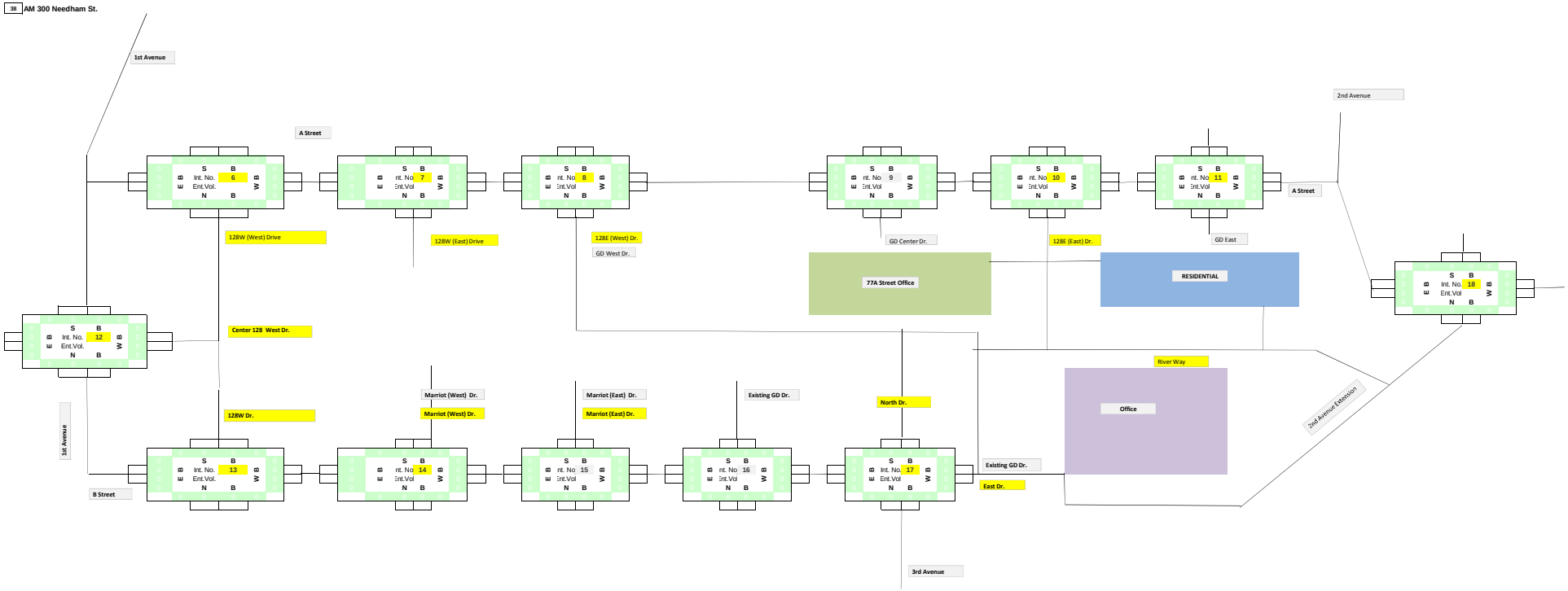
37 AM 180 Needham St



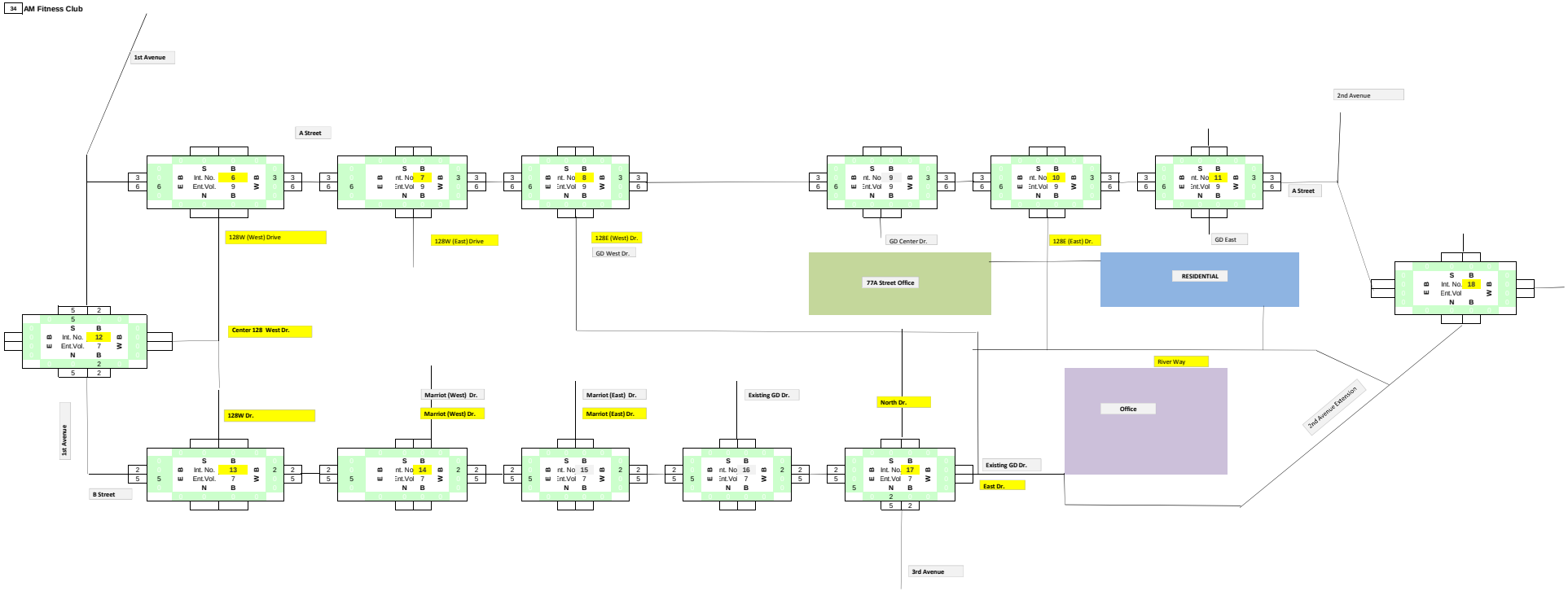
32 AM 180 Wells Ave



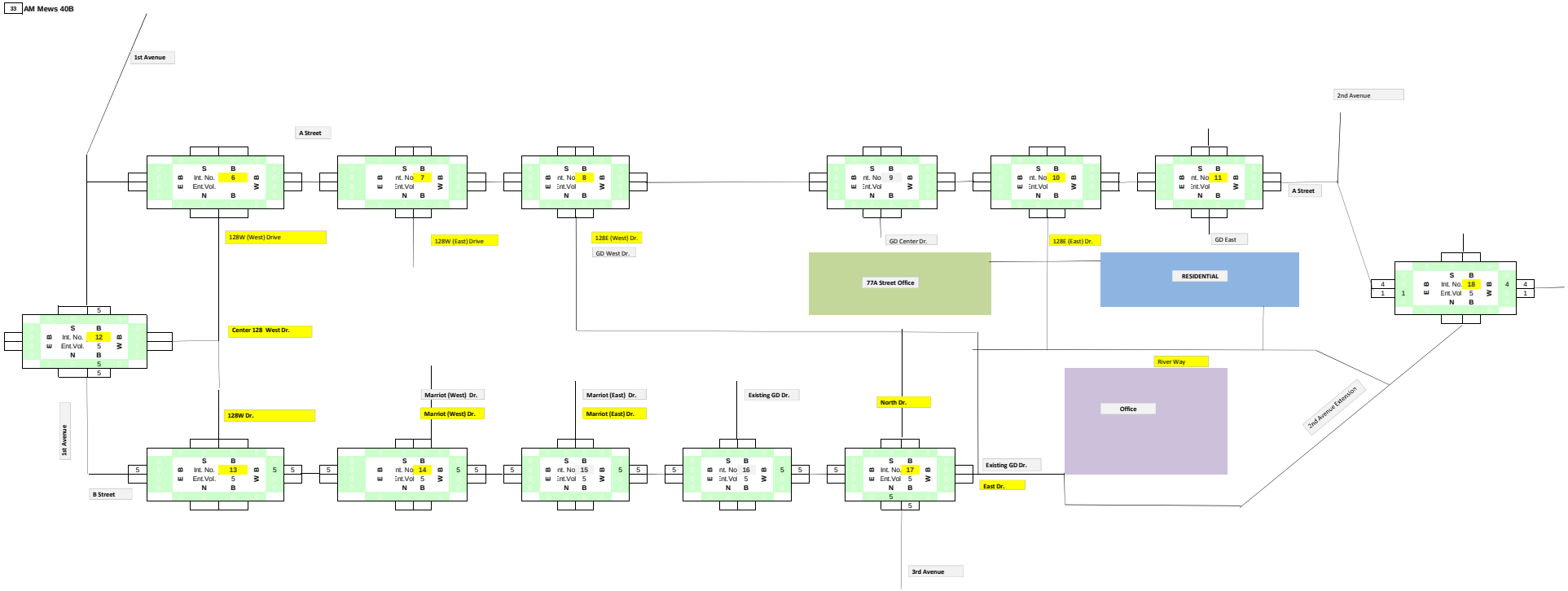
38 **AM 300 Needham St.**



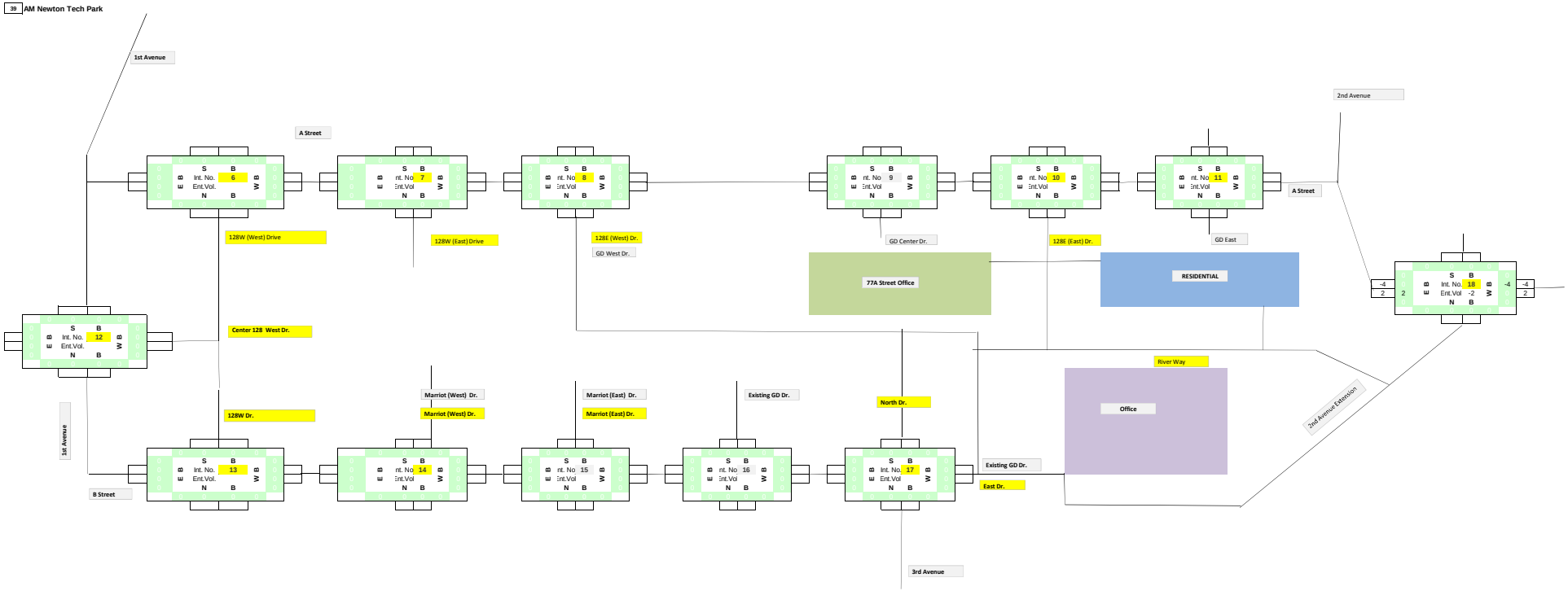
34 AM Fitness Club



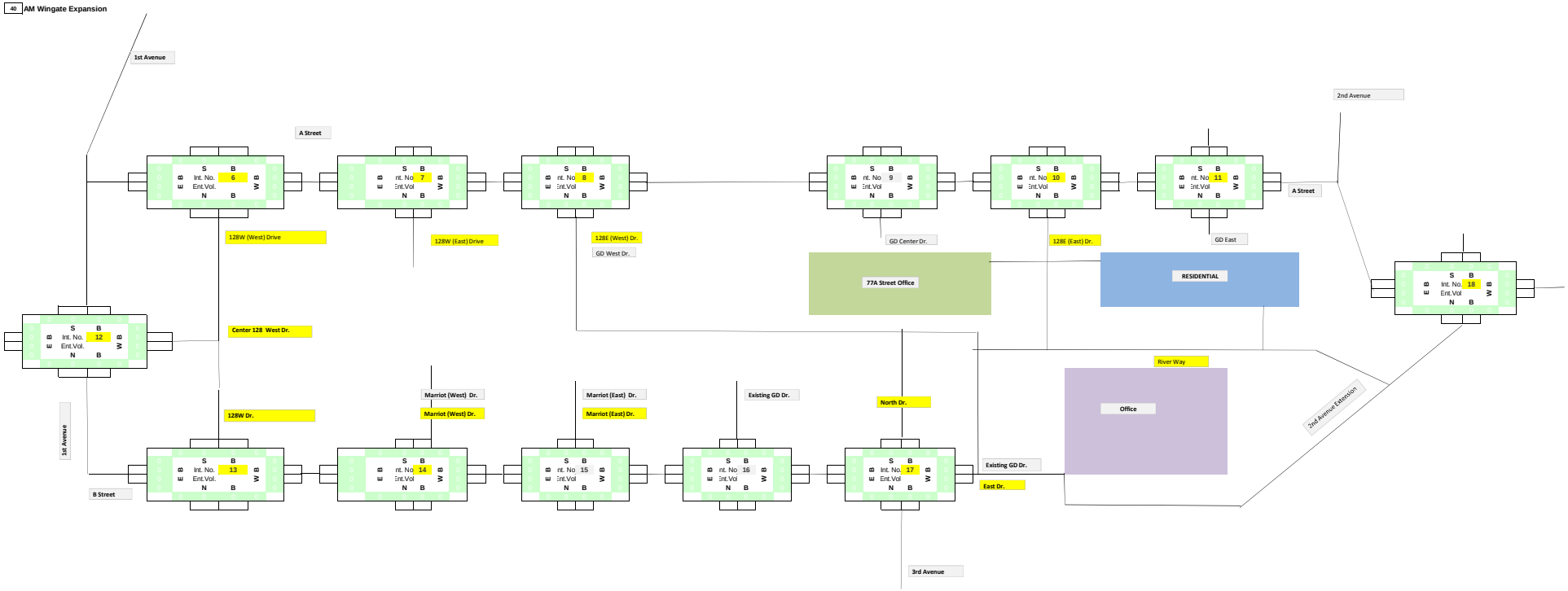
33 AM Mews 40B



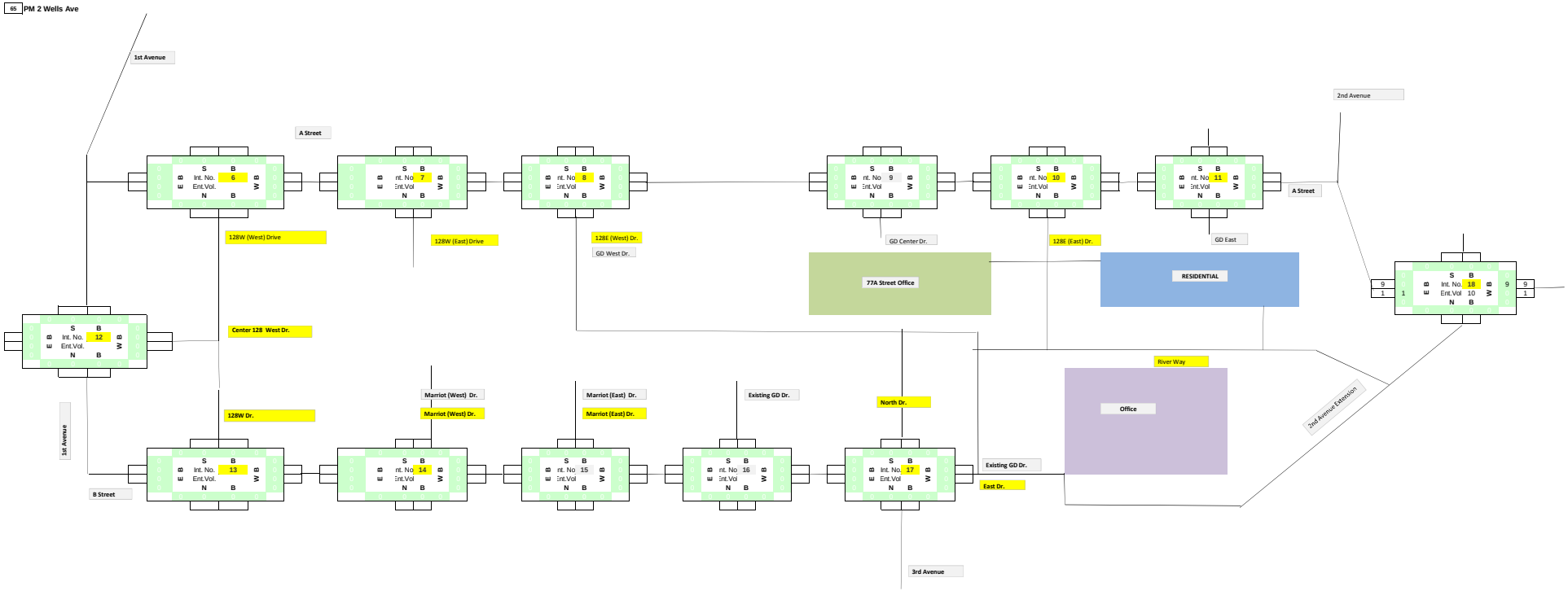
39 AM Newton Tech Park



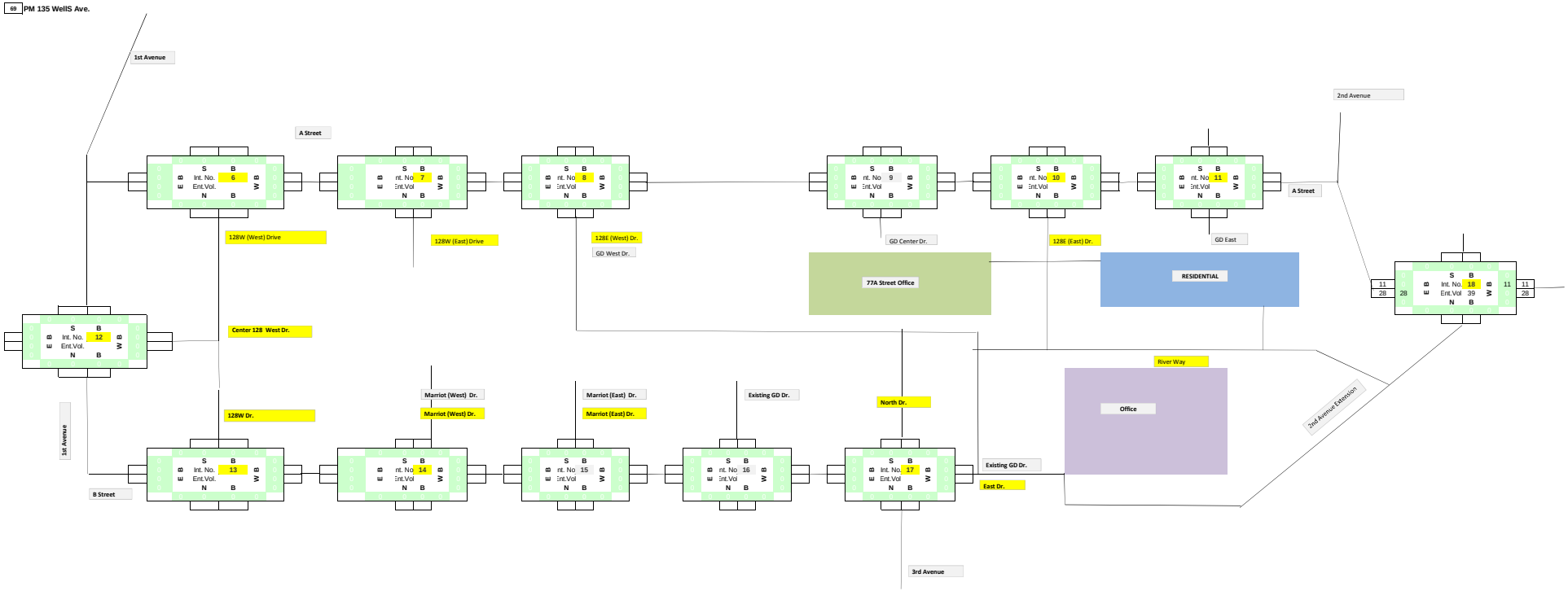
40 **AM Wingate Expansion**



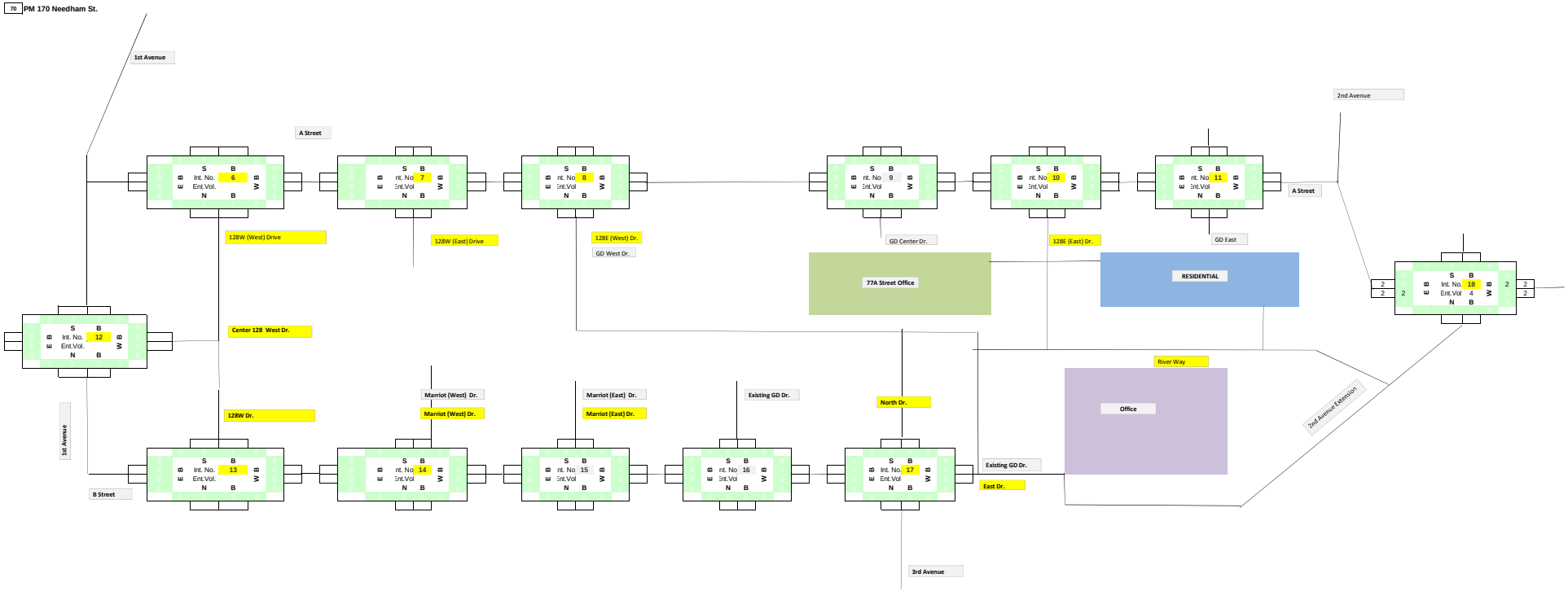
65 **PM 2 Wells Ave**



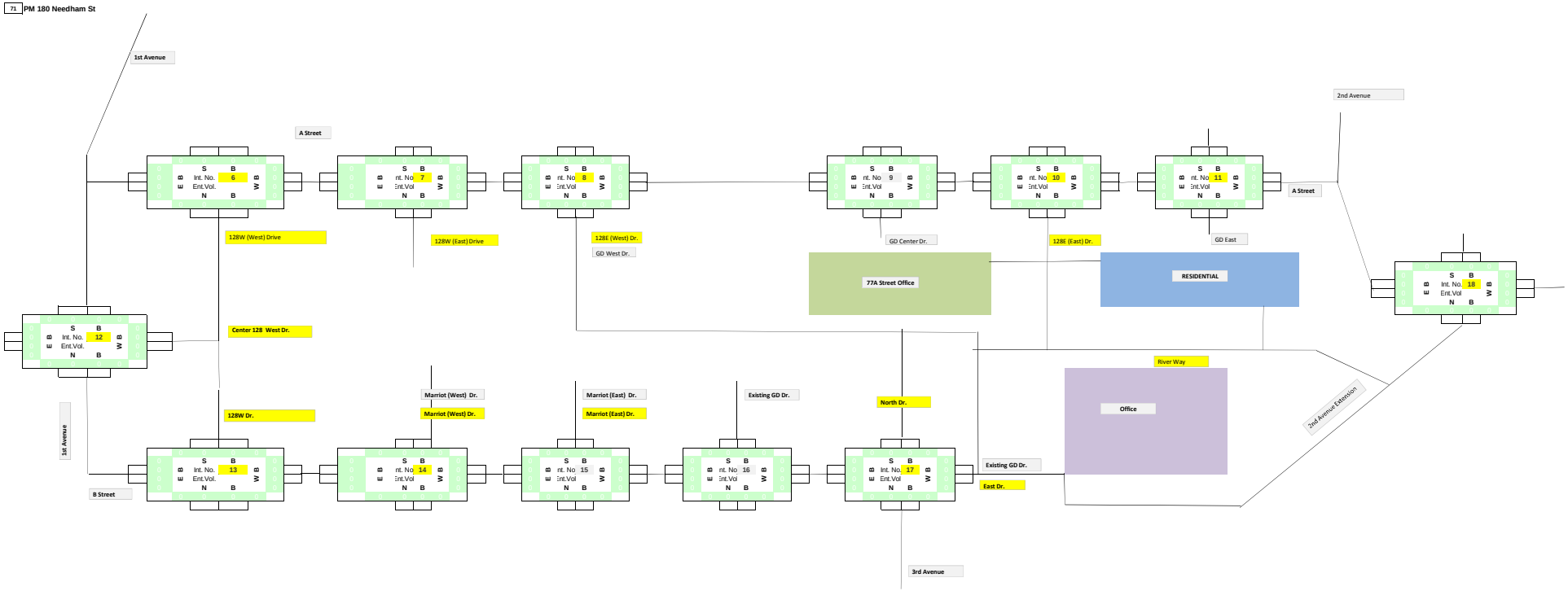
69 PM 135 WellS Ave.



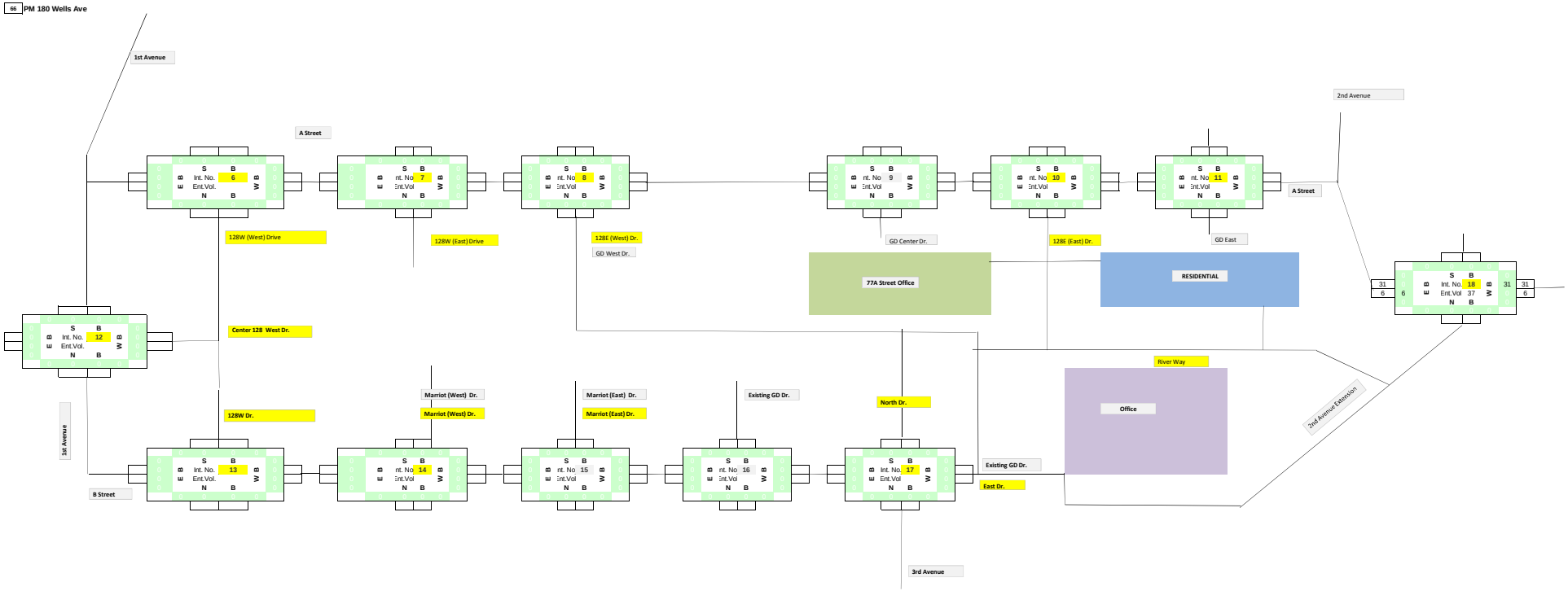
70 **PM 170 Needham St.**



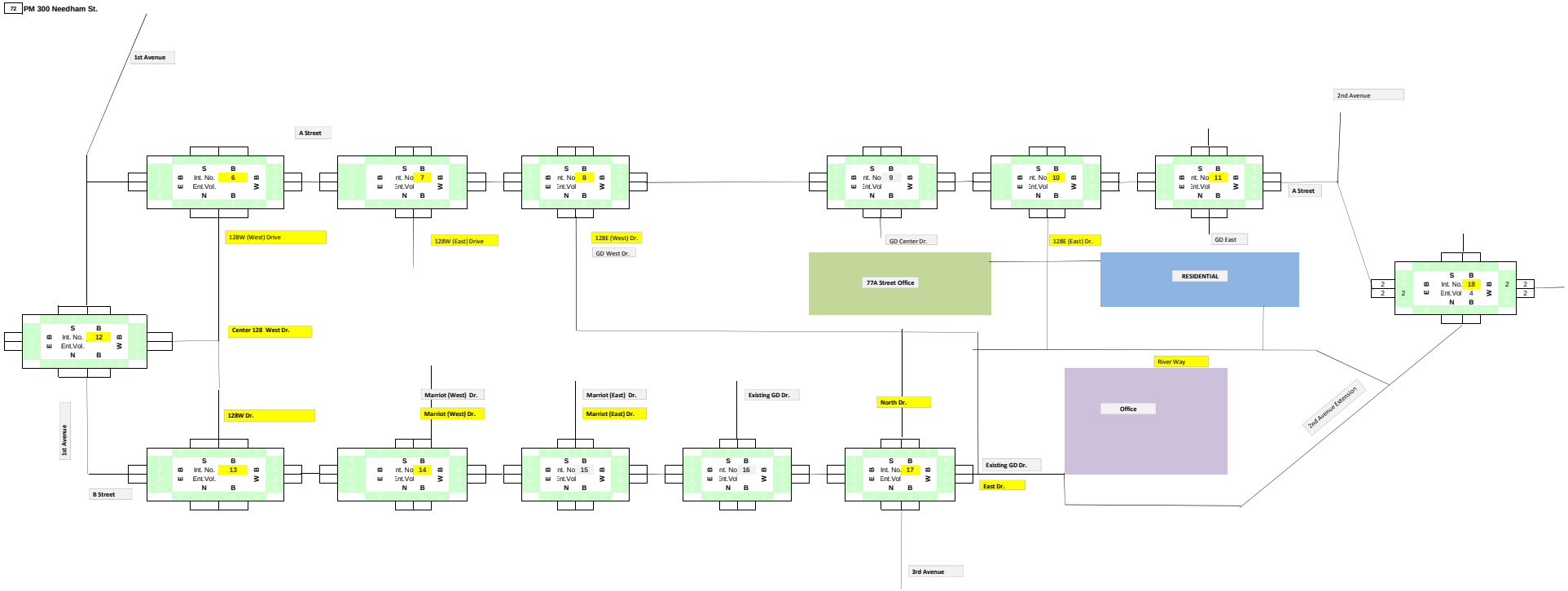
71 PM 180 Needham St



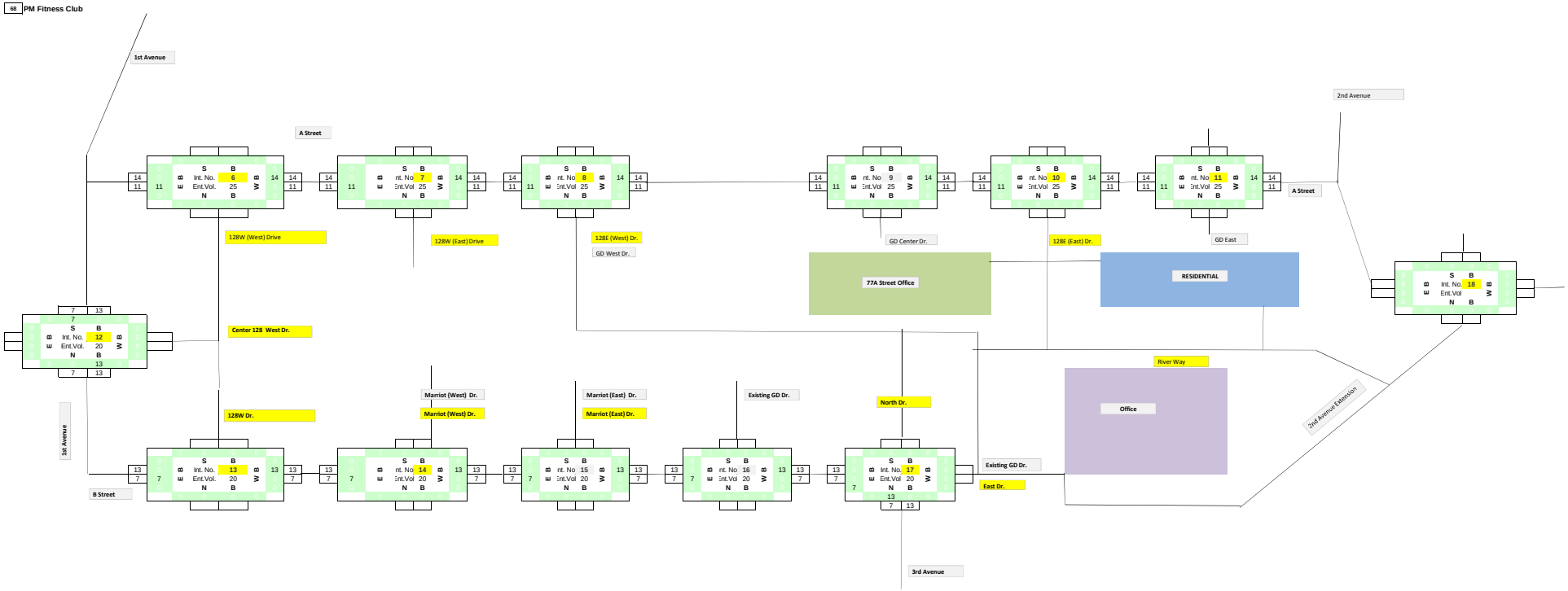
66 PM 180 Wells Ave



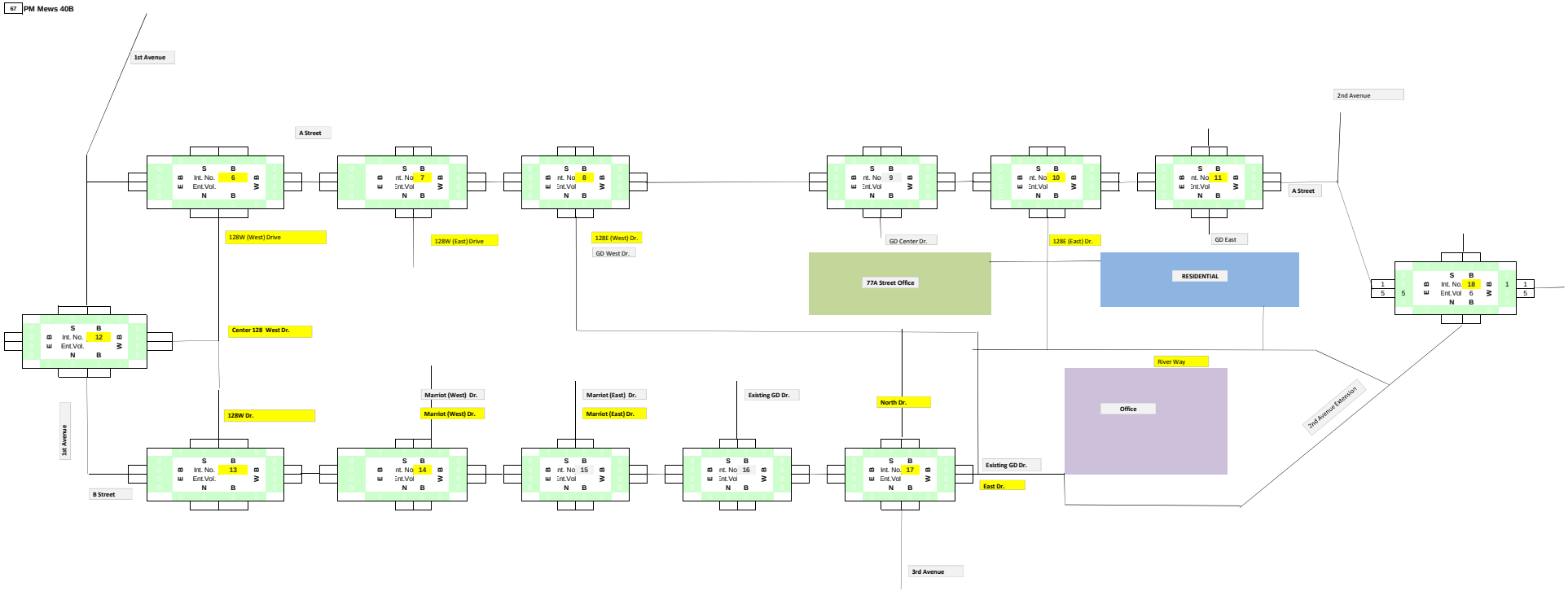
72 **PM 300 Needham St.**



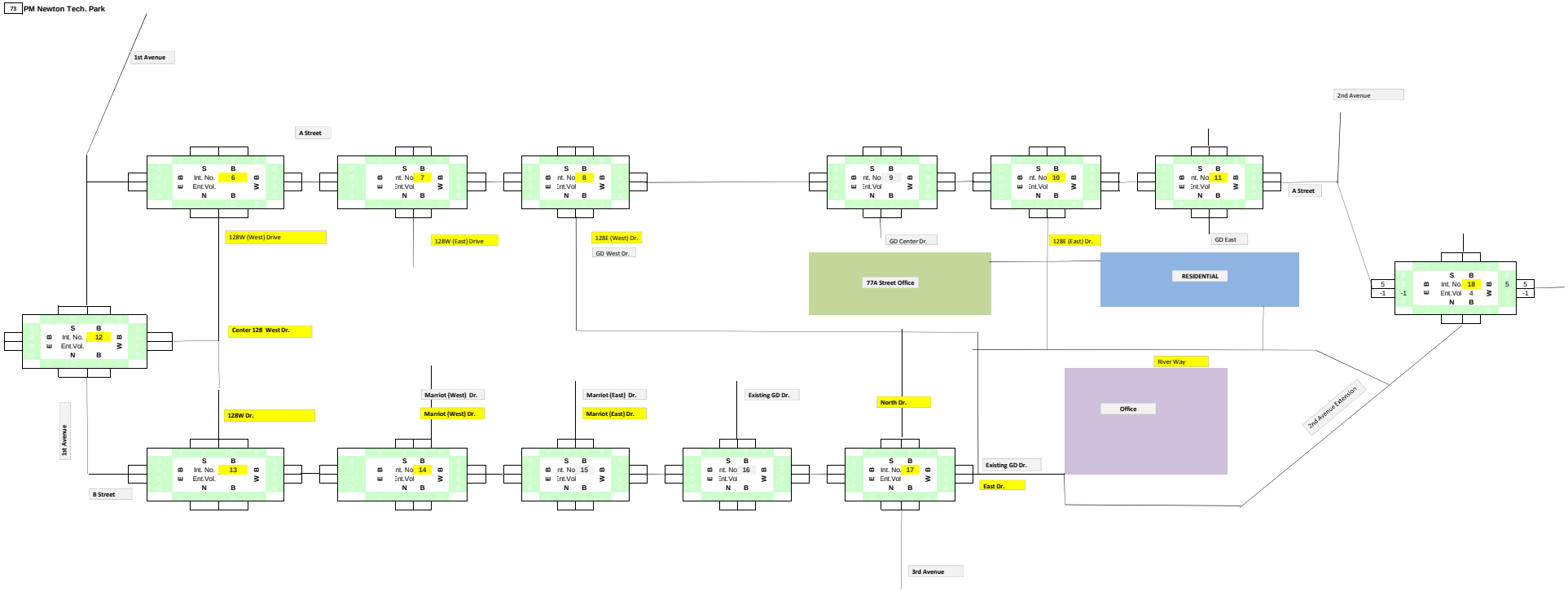
68 PM Fitness Club



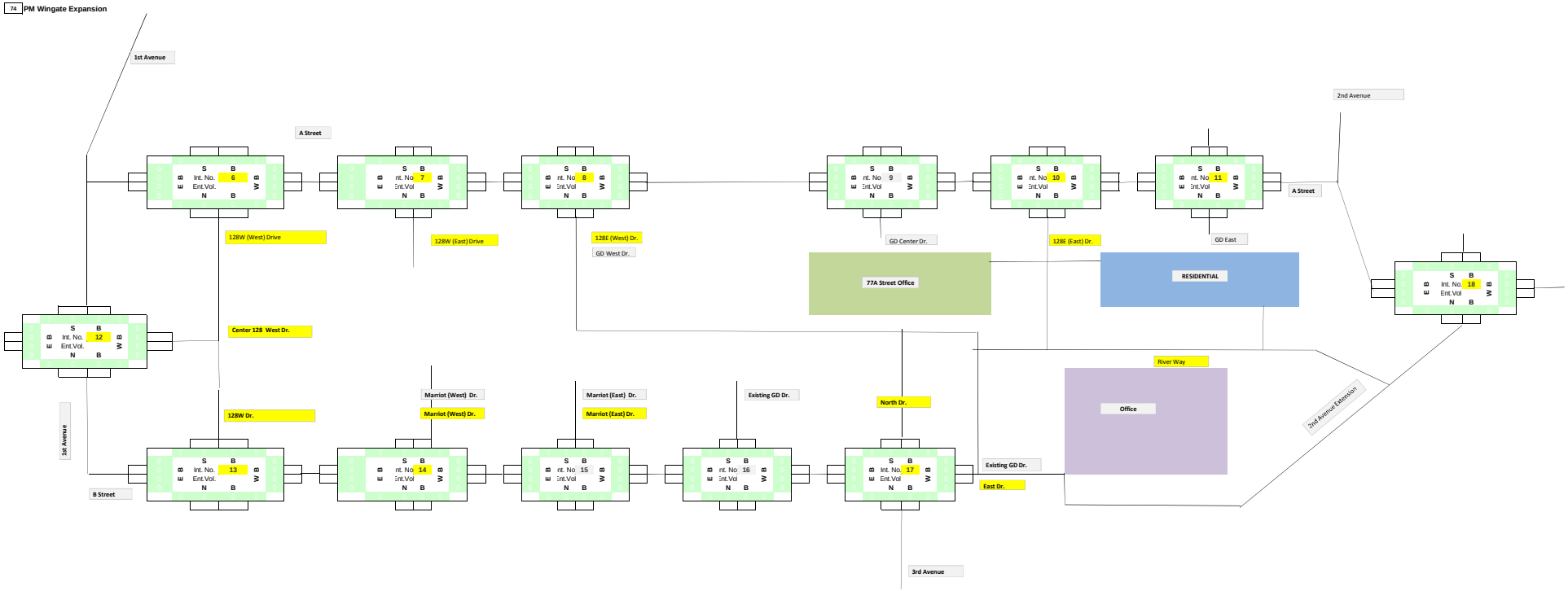
67 PM Mews 40B



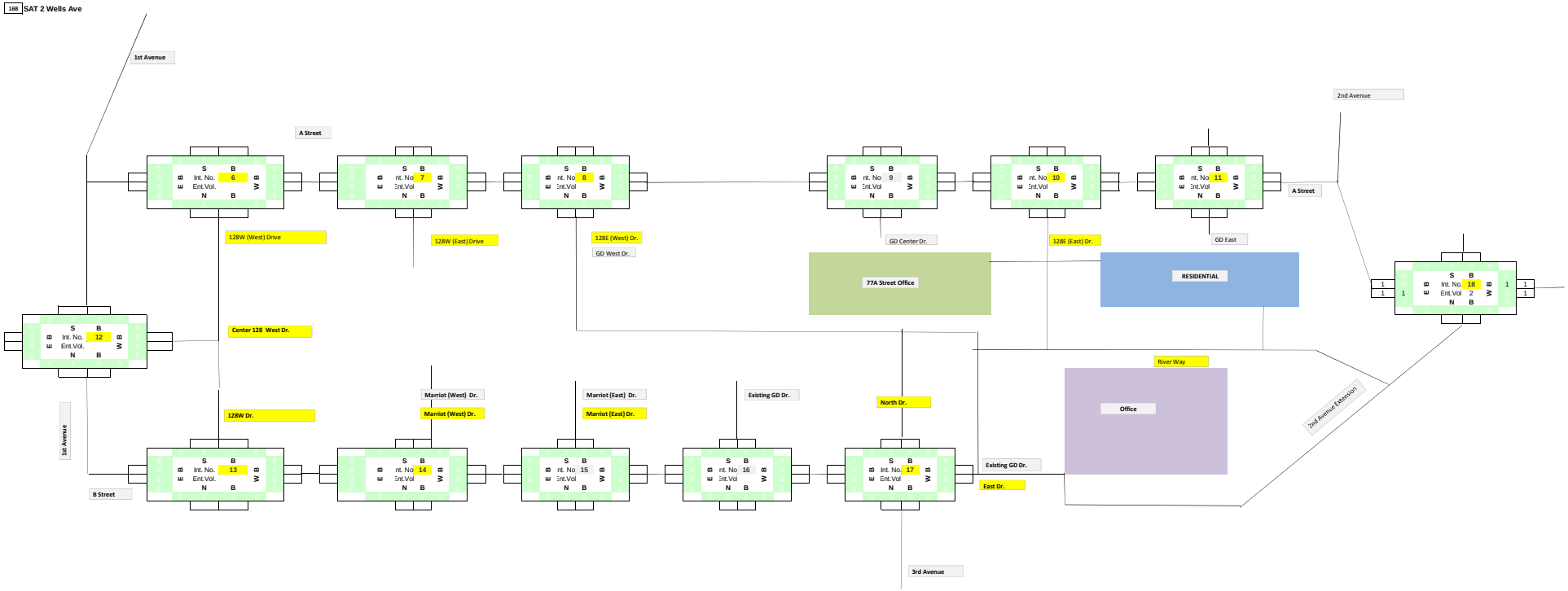
73 PM Newton Tech. Park



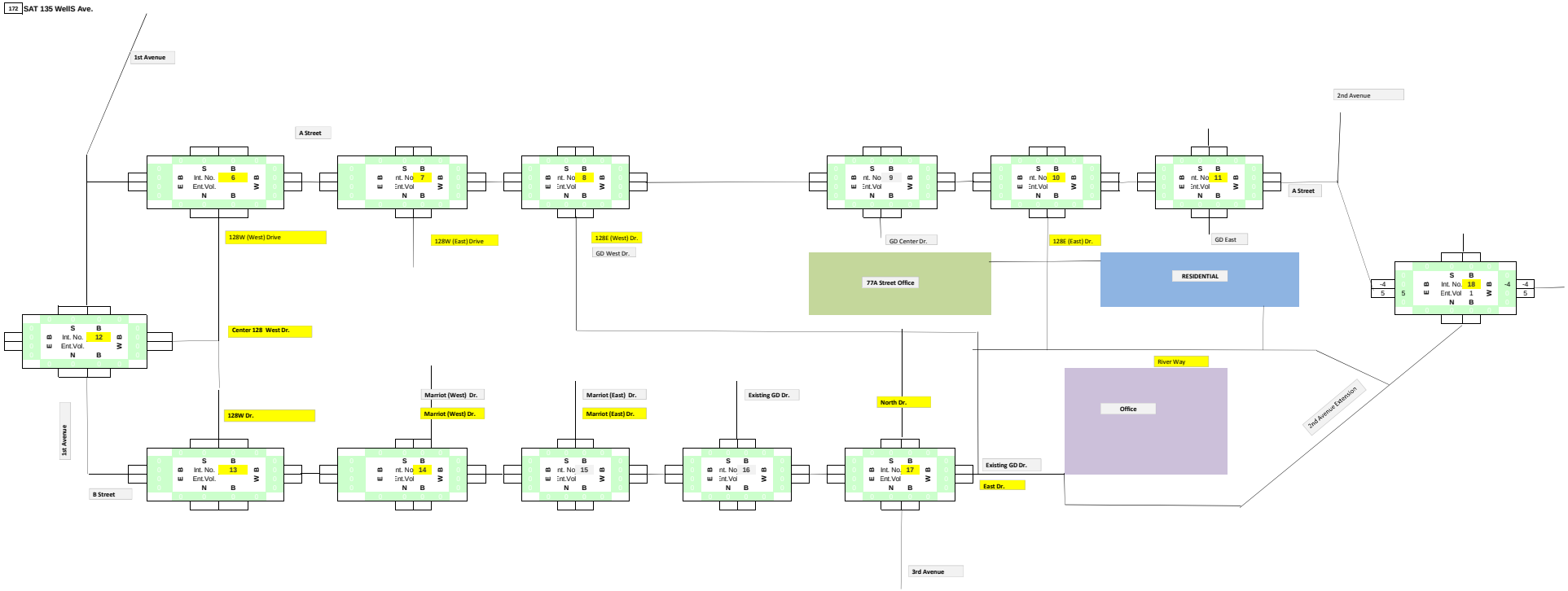
74 **PM Wingate Expansion**



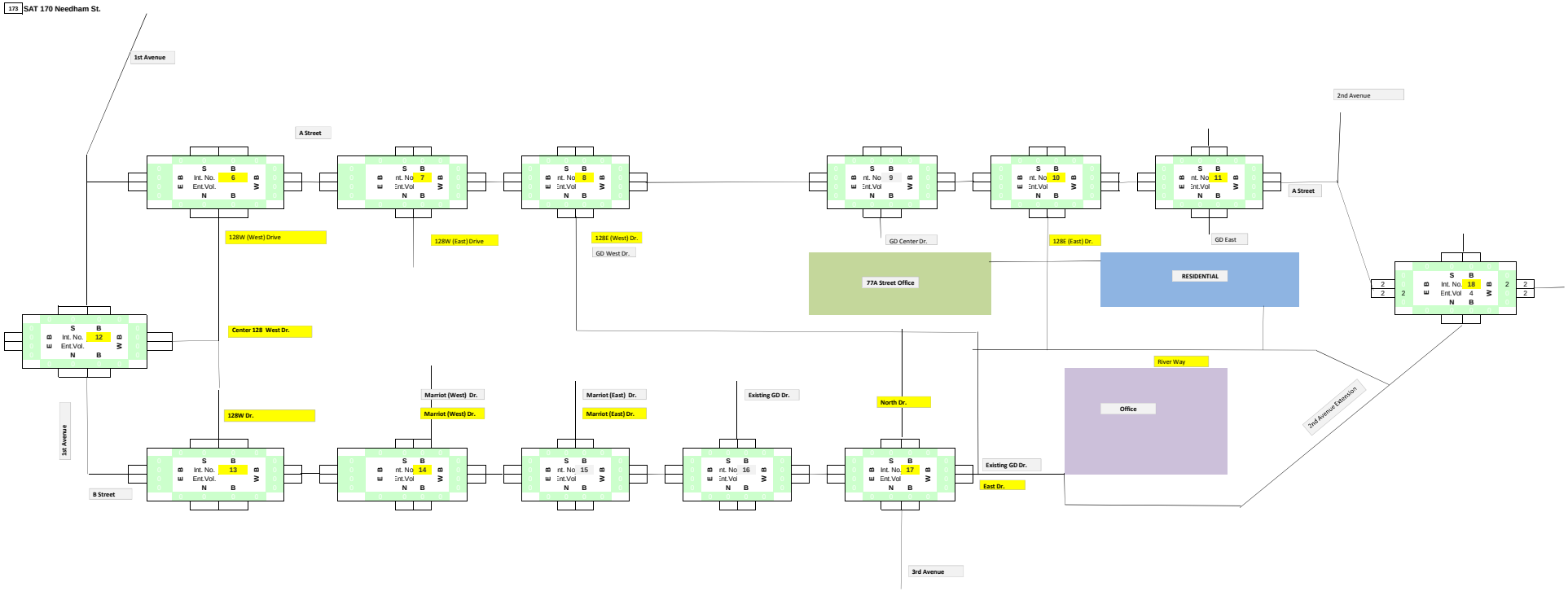
168 SAT 2 Wells Ave



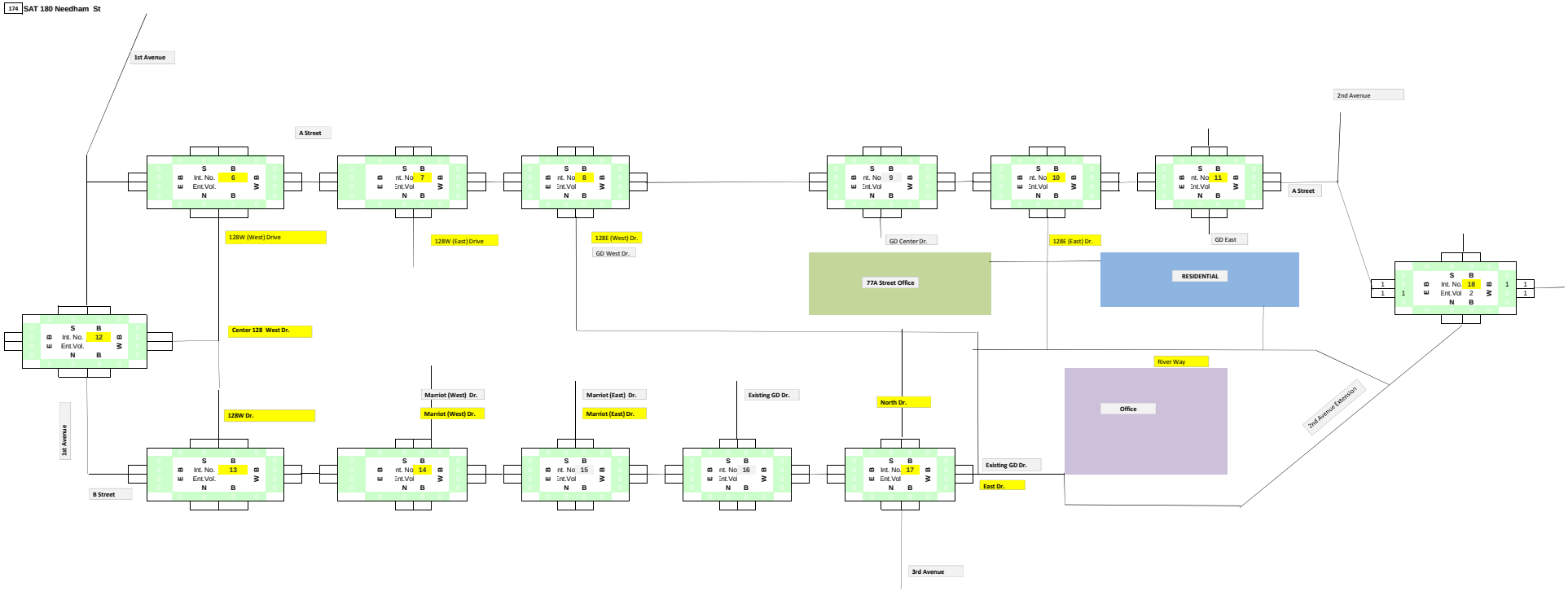
172 SAT 135 WellS Ave.



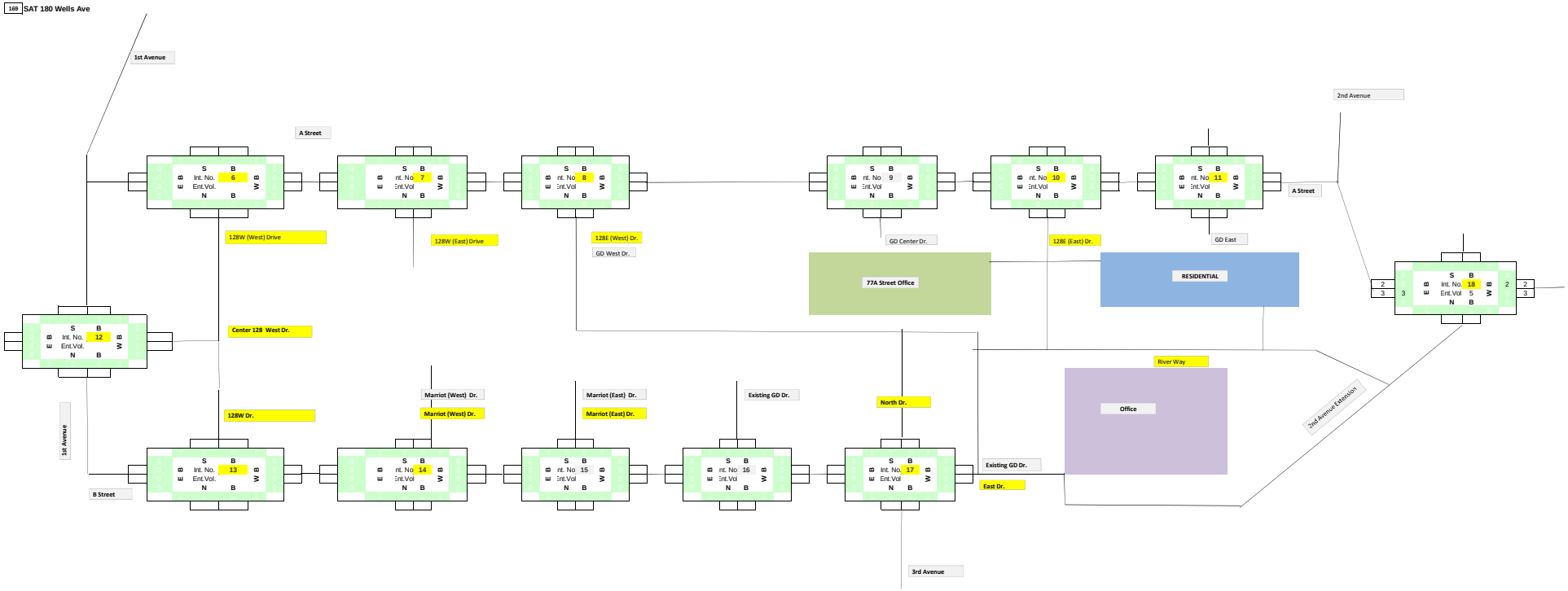
173 SAT 170 Needham St.



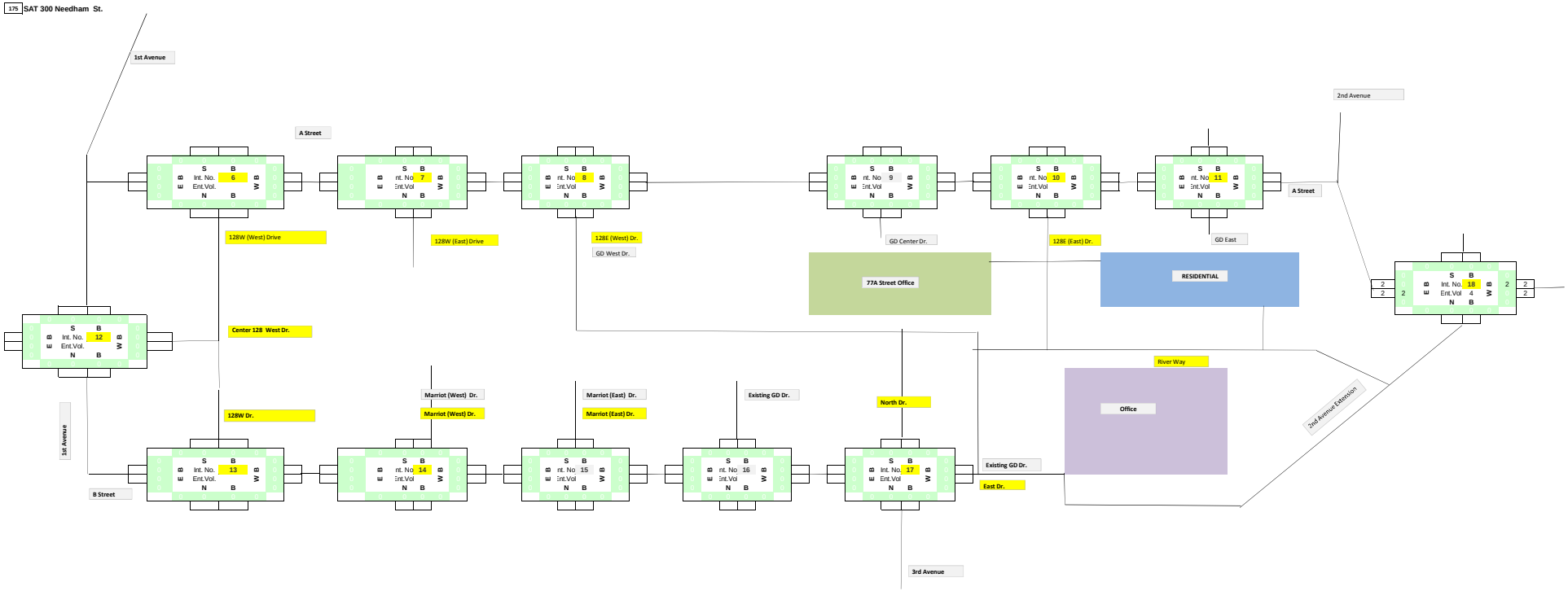
174 SAT 180 Needham St



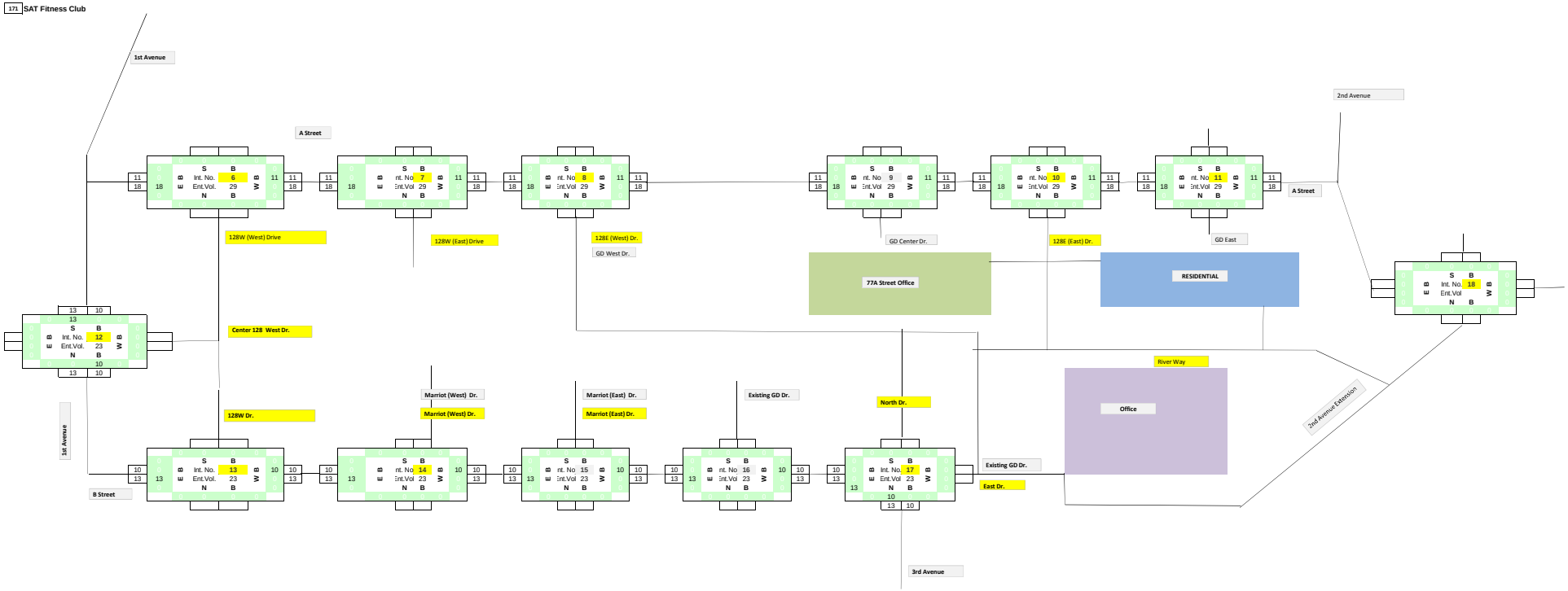
169 SAT 180 Wells Ave



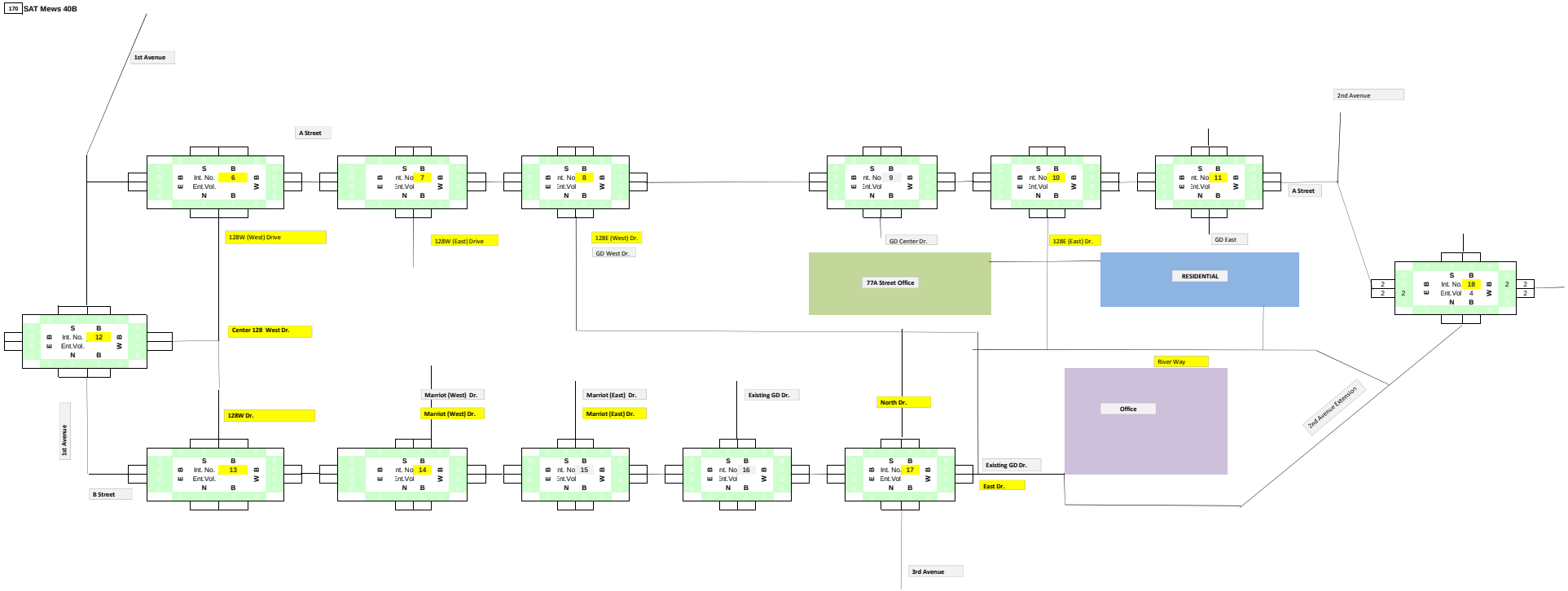
175 SAT 300 Needham St.



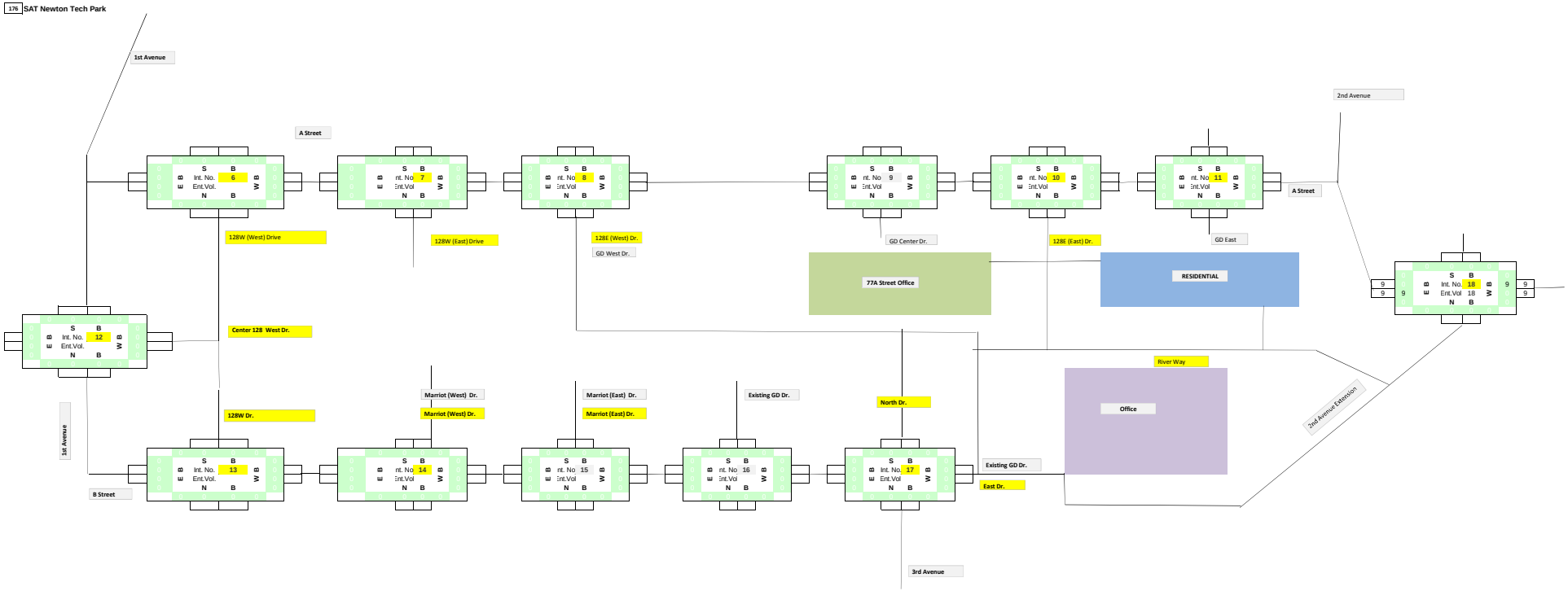
171 SAT Fitness Club



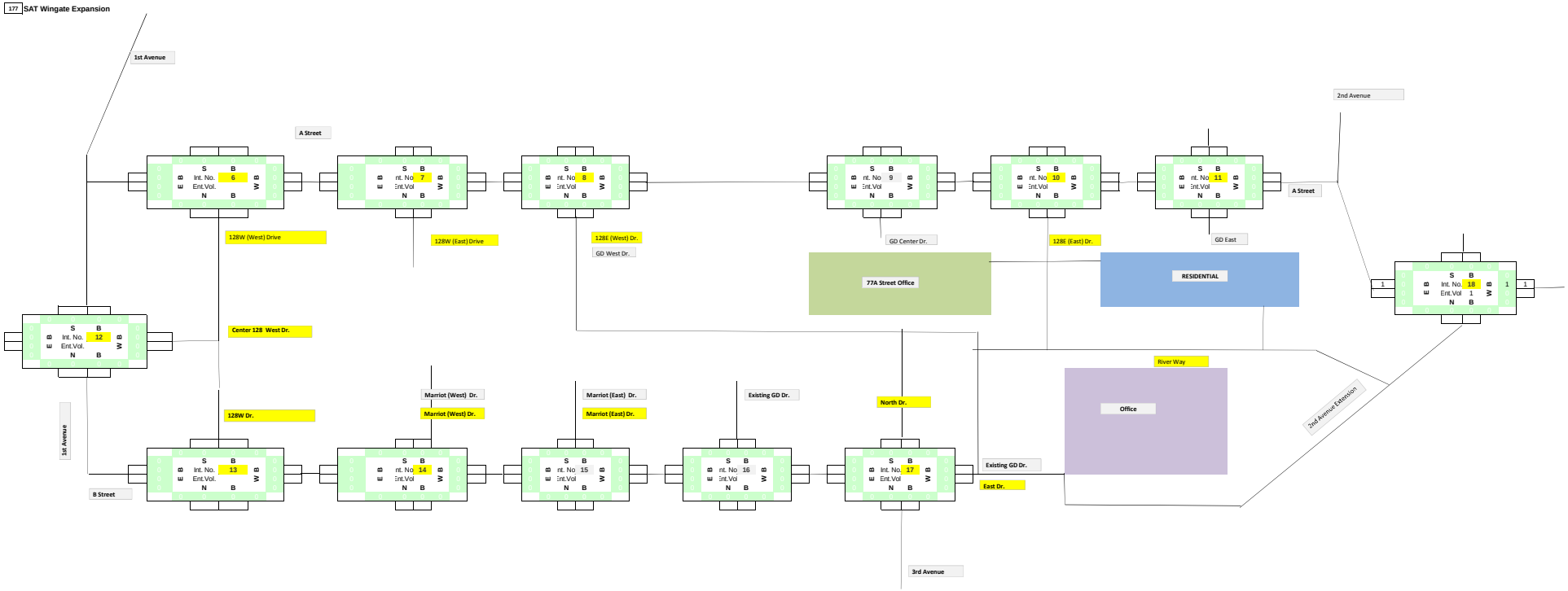
170 SAT Mews 40B



176 SAT Newton Tech Park

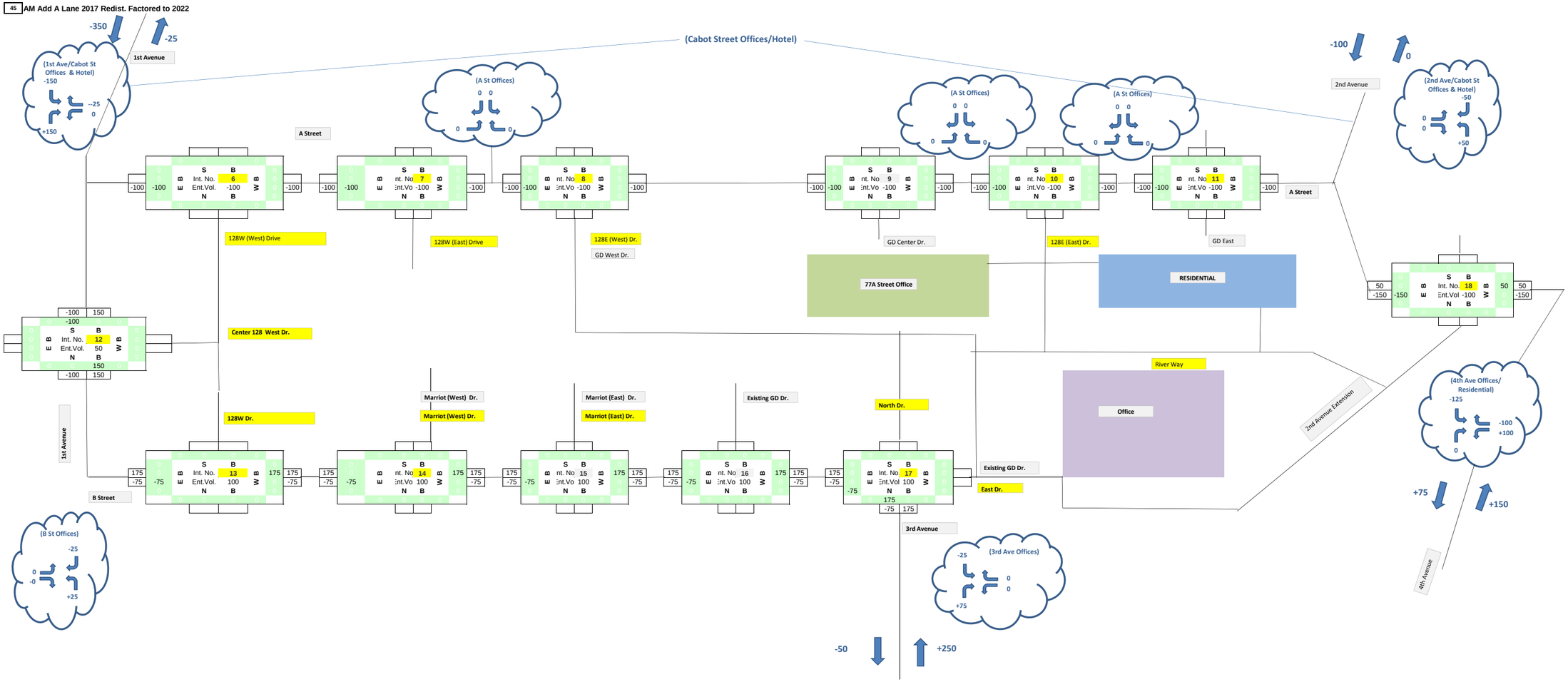


177 SAT Wingate Expansion



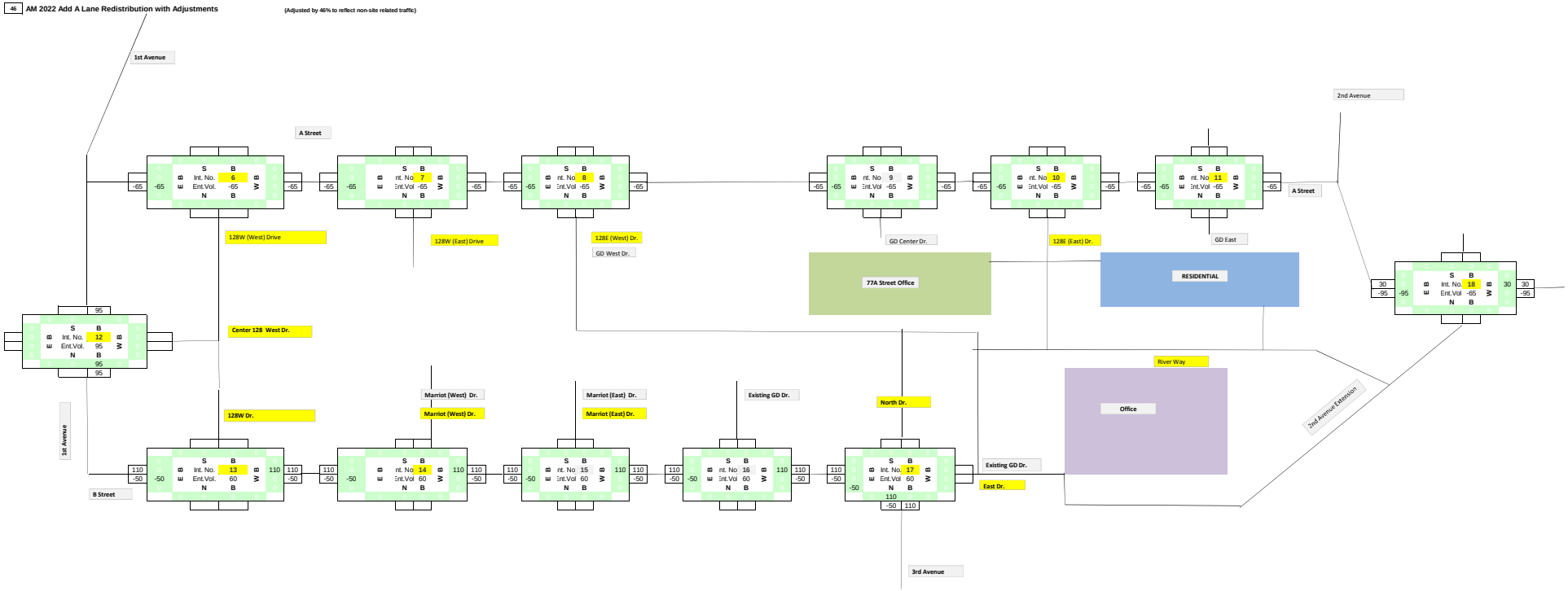
Redistribution of 2022 No-Build Volumes to Account for the New Interchange at Kendrick Street

45 AM Add A Lane 2017 Redist. Factored to 2022

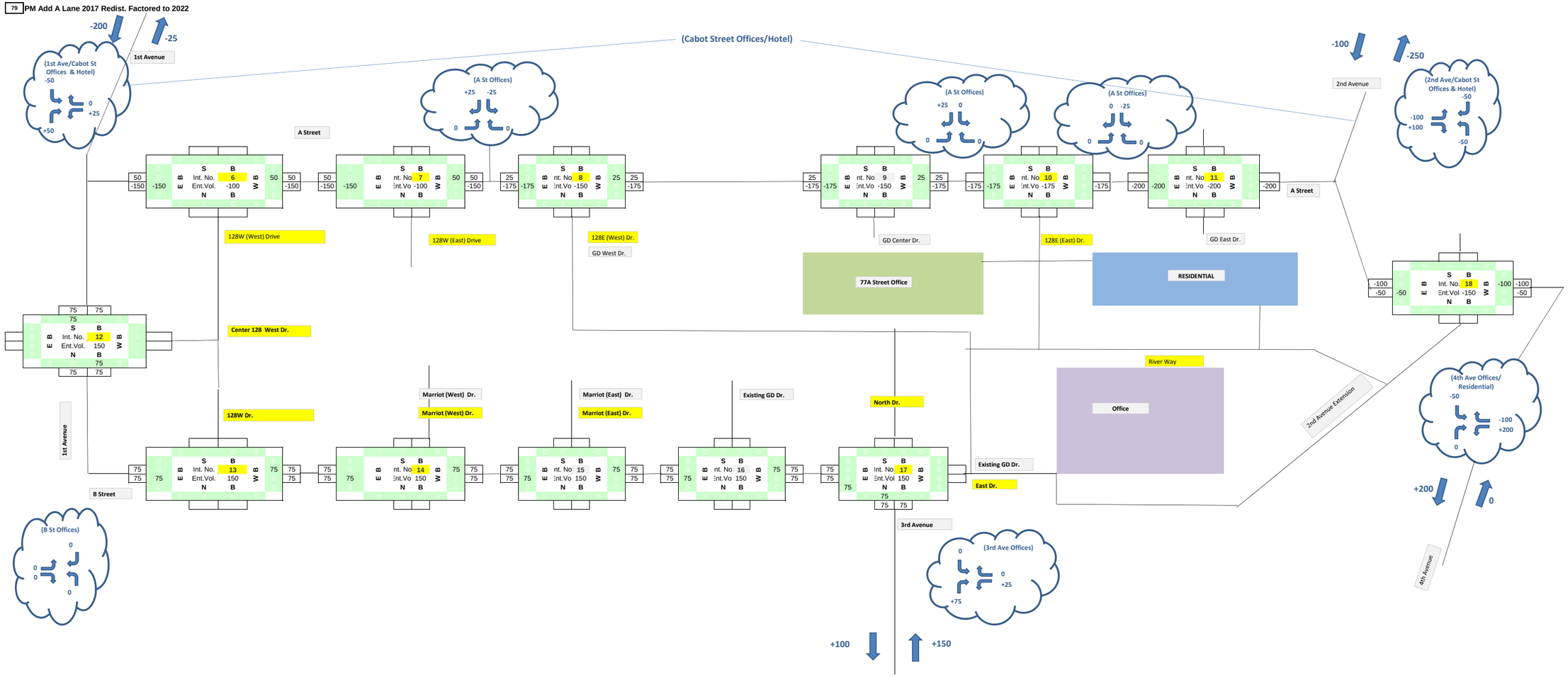


46 **AM 2022 Add A Lane Redistribution with Adjustments**

(Adjusted by 46% to reflect non-site related traffic)

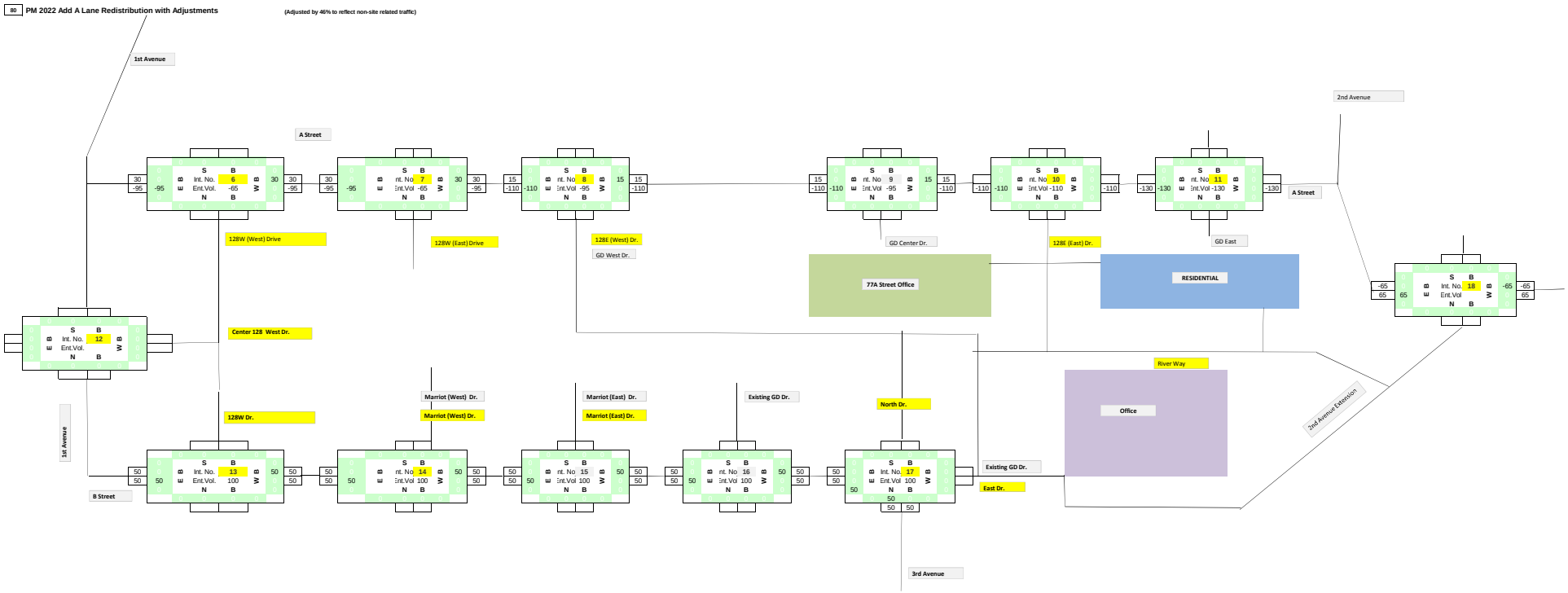


79 PM Add A Lane 2017 Redist. Factored to 2022

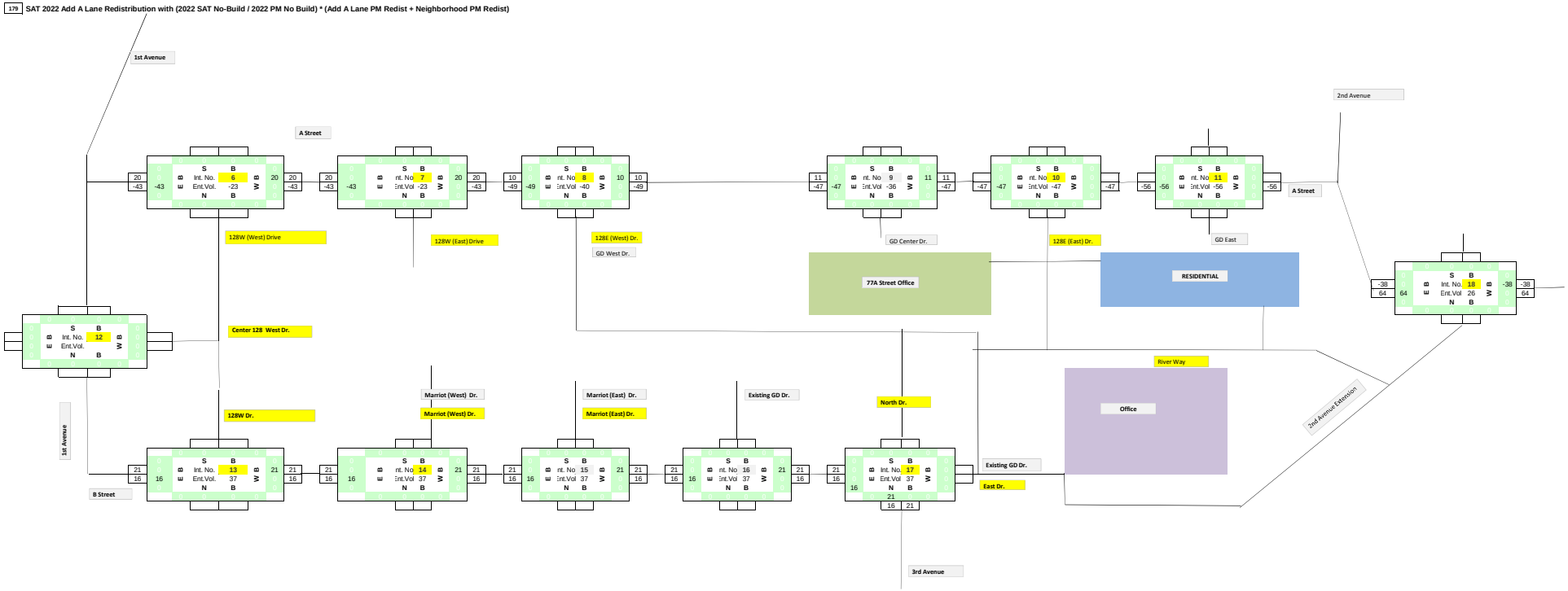


80 **PM 2022 Add A Lane Redistribution with Adjustments**

(Adjusted by 46% to reflect non-site related traffic)



179 **SAT 2022 Add A Lane Redistribution with (2022 SAT No-Build / 2022 PM No Build) * (Add A Lane PM Redist + Neighborhood PM Redist)**

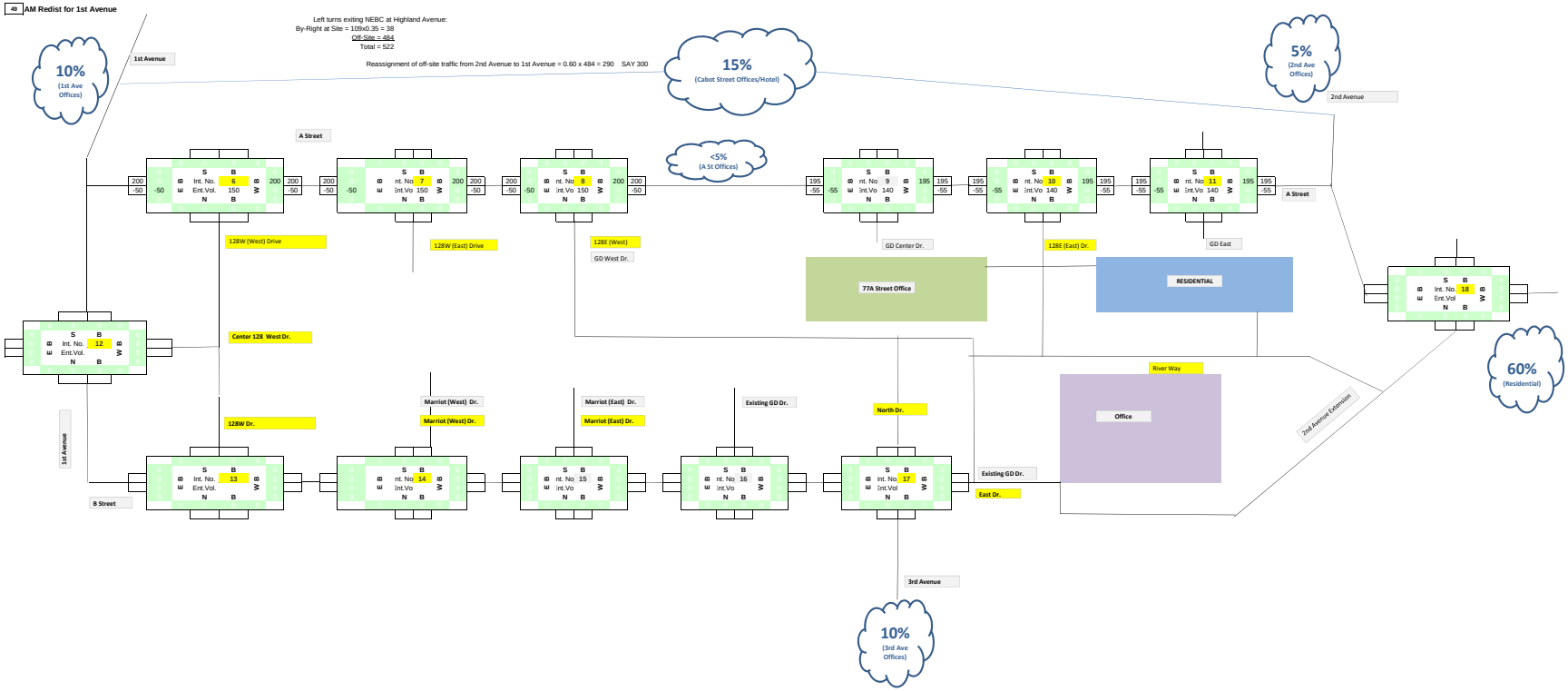


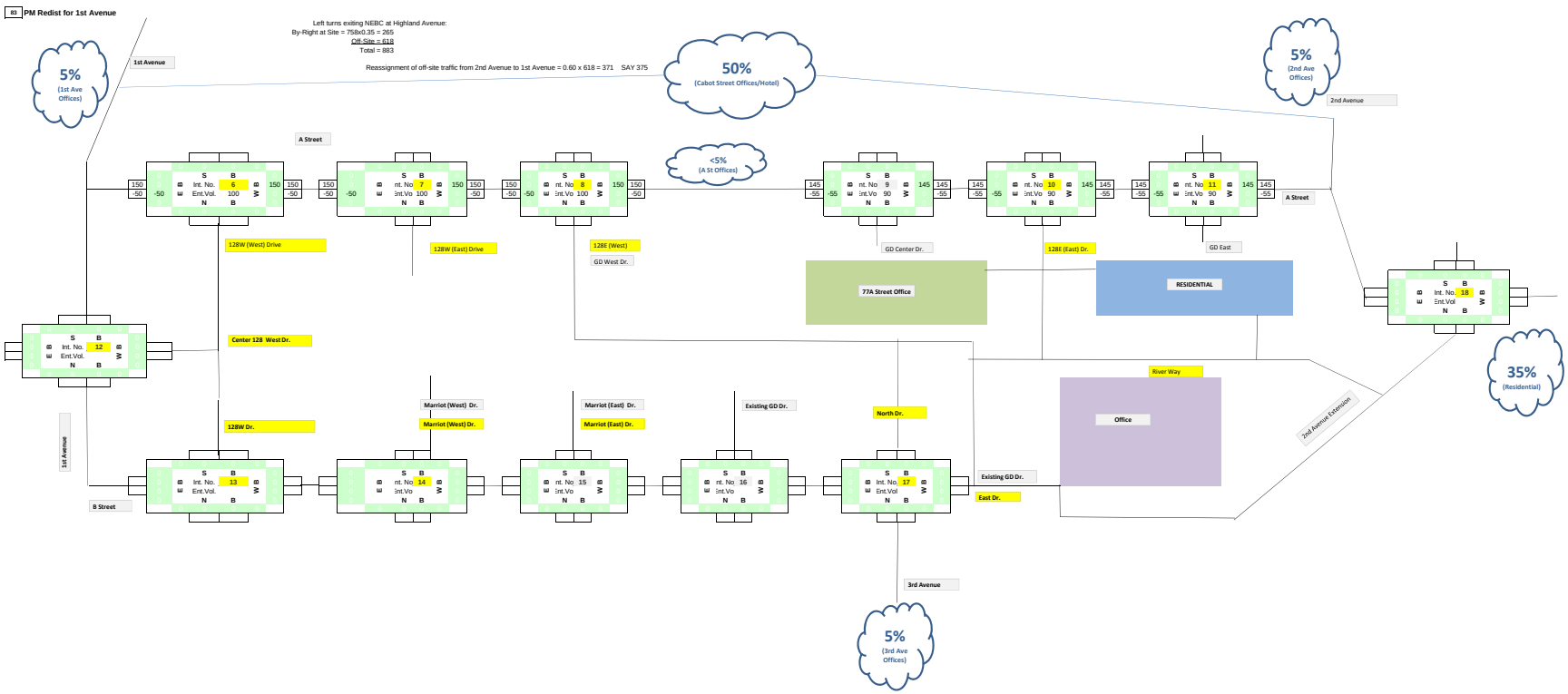
Redistribution of 2022 No-Build Volumes (with new interchange) to Account for Left Turn from 1st Ave. to Highland Ave.

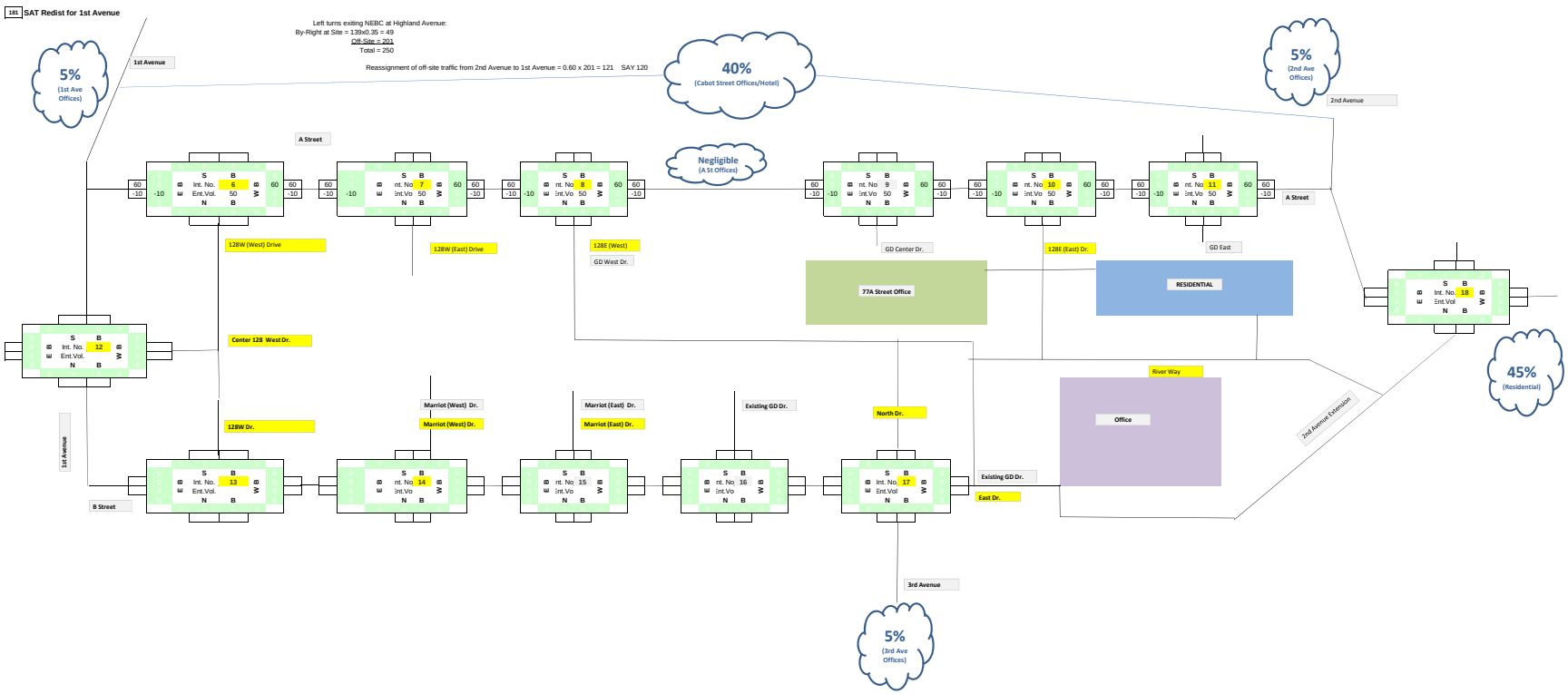
49 AM Redist for 1st Avenue

Left turns exiting NEBC at Highland Avenue:
By-Right at Site = 109x0.35 = 38
Off-Site = 484
Total = 522

Reassignment of off-site traffic from 2nd Avenue to 1st Avenue = 0.60 x 484 = 290 SAY 300

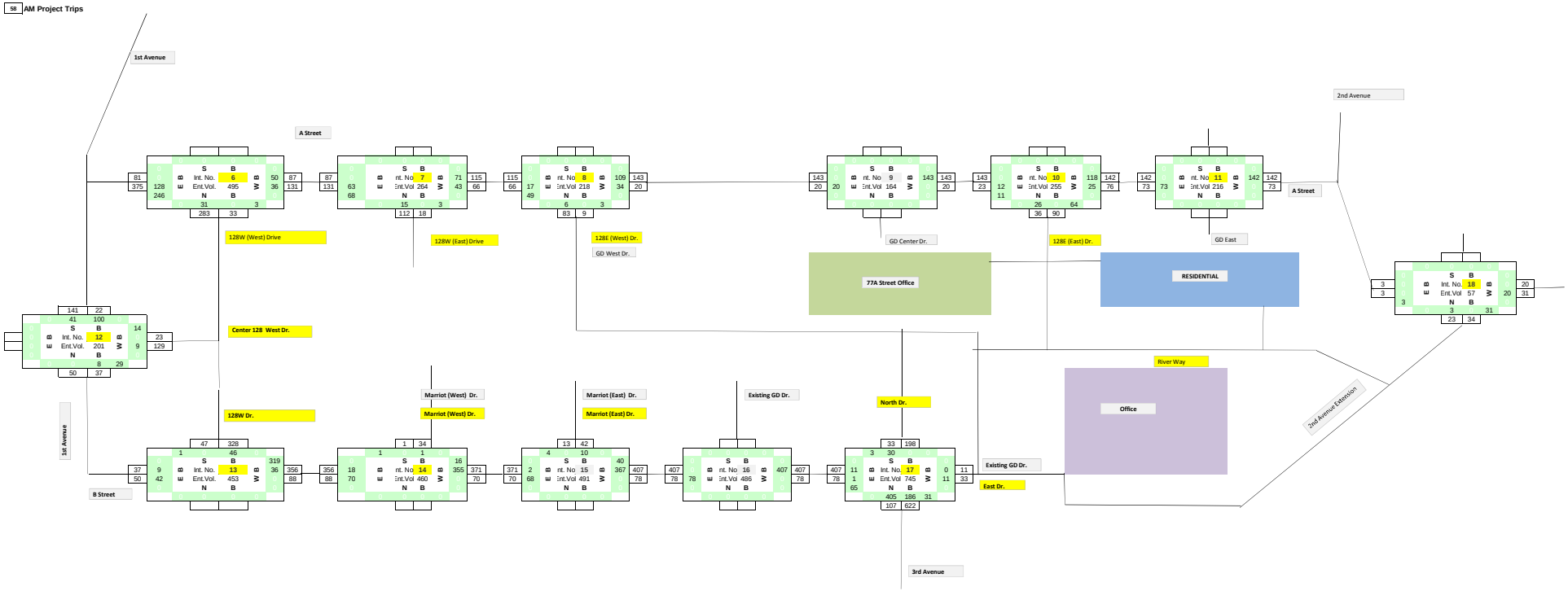



83 PM Redist for 1st Avenue
Left turns exiting NEBC at Highland Avenue:
By-Right at Site = 758x0.35 = 265
Off-Site = 618
Total = 883
Reassignment of off-site traffic from 2nd Avenue to 1st Avenue = 0.60 x 618 = 371 SAY 375
5% (1st Ave Offices)
1st Avenue
50% (Cabot Street Offices/Hotel)
5% (2nd Ave Offices)
2nd Avenue
A Street
<5% (A St Offices)
128W (West) Drive
128W (East) Drive
128E (West)
GD West Dr.
GD Center Dr.
128E (East) Dr.
GD East
77A Street Office
RESIDENTIAL
35% (Residential)
Center 128 West Dr.
River Way
Office
2nd Avenue Extension
Marriot (West) Dr.
Marriot (East) Dr.
Existing GD Dr.
North Dr.
128W Dr.
1st Avenue
B Street
East Dr.
3rd Avenue
5% (3rd Ave Offices)

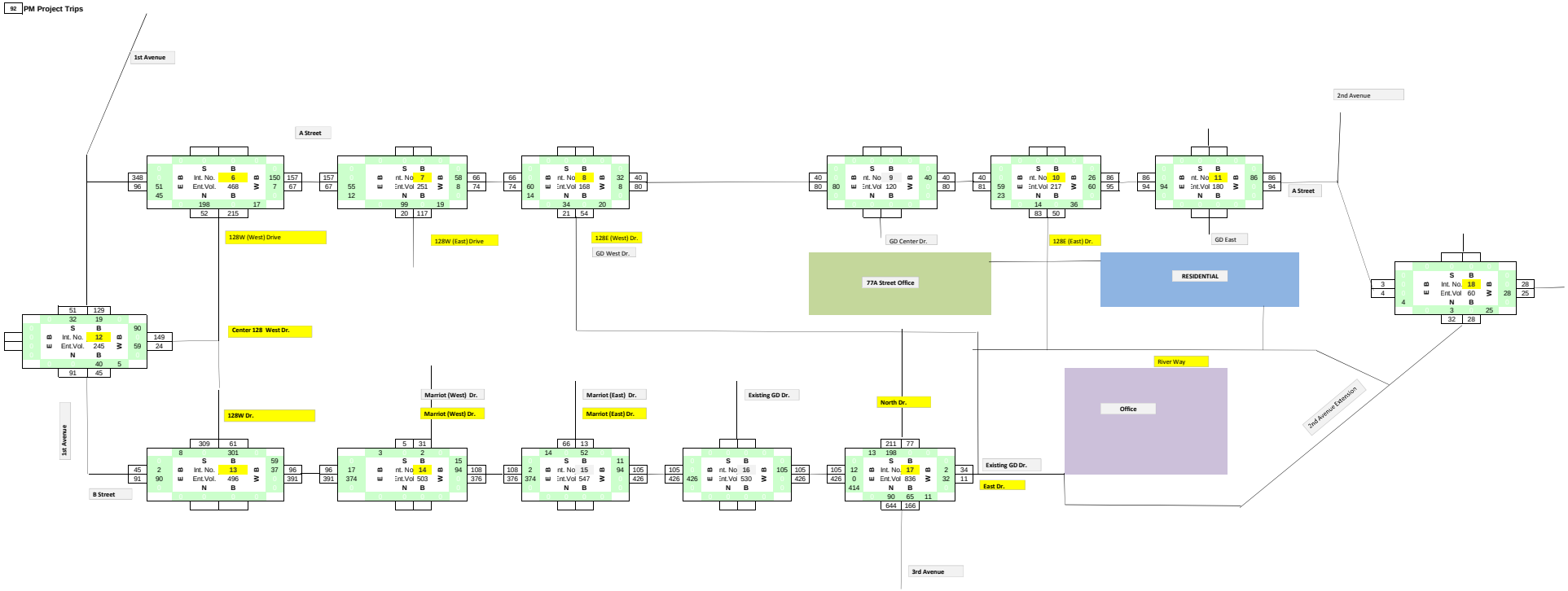

185 SAT Redist for 1st Avenue
Left turns exiting NEBC at Highland Avenue:
By-Right at Site = 139x0.35 = 49
Off-Site = 201
Total = 250
Reassignment of off-site traffic from 2nd Avenue to 1st Avenue = 0.60 x 201 = 121 SAY 120
5% (1st Ave Offices)
1st Avenue
40% (Cabot Street Offices/Hotel)
5% (2nd Ave Offices)
2nd Avenue
A Street
Negligible (A St Offices)
128W (West) Drive
128W (East) Drive
128E (West)
GD West Dr.
GD Center Dr.
128E (East) Dr.
GD East
77A Street Office
RESIDENTIAL
Center 128 West Dr.
45% (Residential)
River Way
Office
2nd Avenue Extension
128W Dr.
Marriot (West) Dr.
Marriot (East) Dr.
Existing GD Dr.
North Dr.
East Dr.
B Street
3rd Avenue
5% (3rd Ave Offices)

Project Trips

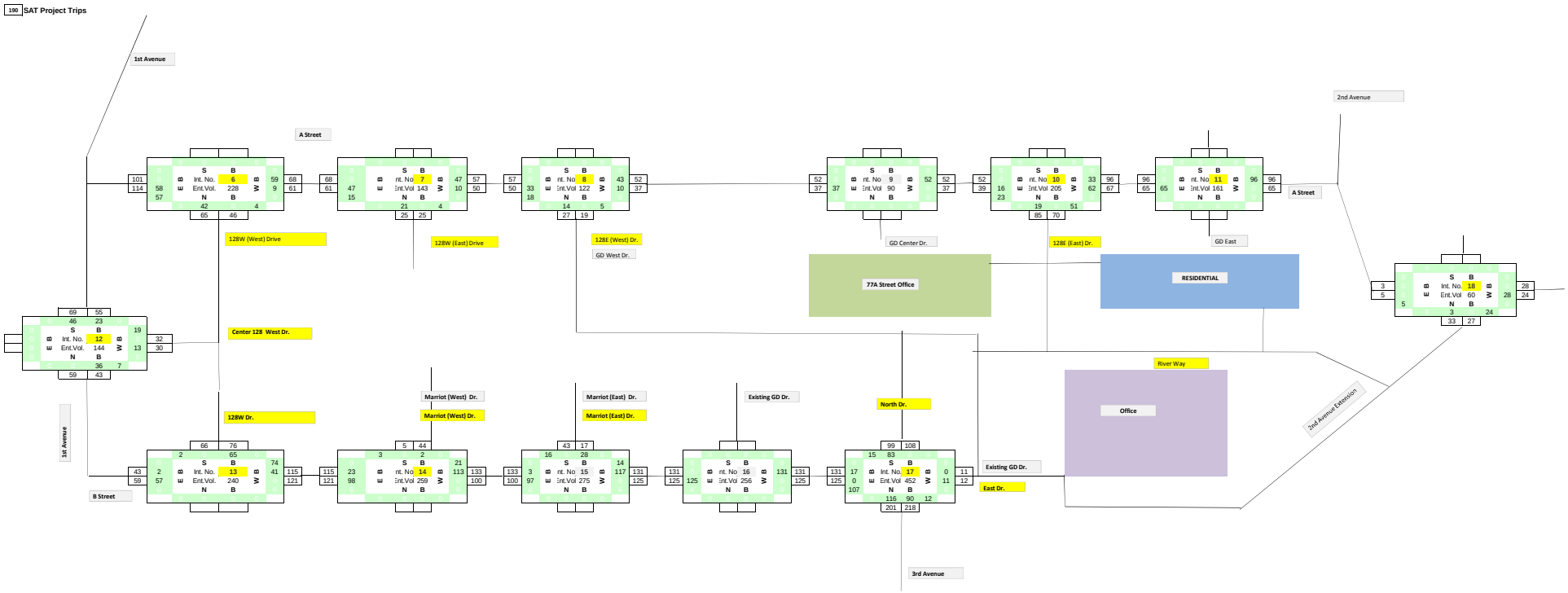
58 **AM Project Trips**



92 **PM Project Trips**



190 SAT Project Trips



Capacity Analyses

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	267	246	36	348	31	3
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	290	267	39	378	34	3
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			558		880	424
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			558		880	424
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		89	99
cM capacity (veh/h)			1013		305	630

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	558	417	37
Volume Left	0	39	34
Volume Right	267	0	3
cSH	1700	1013	320
Volume to Capacity	0.33	0.04	0.12
Queue Length 95th (ft)	0	3	10
Control Delay (s)	0.0	1.2	17.7
Lane LOS		A	C
Approach Delay (s)	0.0	1.2	17.7
Approach LOS			C

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	201	68	43	369	15	3
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	218	74	47	401	16	3
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			292		750	255
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			292		750	255
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		96	100
cM capacity (veh/h)			1269		365	783

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	292	448	20
Volume Left	0	47	16
Volume Right	74	0	3
cSH	1700	1269	401
Volume to Capacity	0.17	0.04	0.05
Queue Length 95th (ft)	0	3	4
Control Delay (s)	0.0	1.2	14.4
Lane LOS		A	B
Approach Delay (s)	0.0	1.2	14.4
Approach LOS			B

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	49.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	156	49	34	406	6	3
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	170	53	37	441	7	3
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			223		711	196
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			223		711	196
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		98	100
cM capacity (veh/h)			1346		388	845

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	223	478	10
Volume Left	0	37	7
Volume Right	53	0	3
cSH	1700	1346	474
Volume to Capacity	0.13	0.03	0.02
Queue Length 95th (ft)	0	2	2
Control Delay (s)	0.0	0.9	12.8
Lane LOS		A	B
Approach Delay (s)	0.0	0.9	12.8
Approach LOS			B

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	47.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	122	11	25	426	26	64
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	133	12	27	463	28	70
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			145		656	139
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			145		656	139
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		93	92
cM capacity (veh/h)			1438		422	910

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	145	490	98
Volume Left	0	27	28
Volume Right	12	0	70
cSH	1700	1438	682
Volume to Capacity	0.09	0.02	0.14
Queue Length 95th (ft)	0	1	12
Control Delay (s)	0.0	0.6	11.2
Lane LOS		A	B
Approach Delay (s)	0.0	0.6	11.2
Approach LOS			B

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	46.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	9	14	129	29	100	502
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	15	140	32	109	546
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	919	156			172	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	919	156			172	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	98			92	
cM capacity (veh/h)	278	890			1405	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	25	172	654
Volume Left	10	0	109
Volume Right	15	32	0
cSH	478	1700	1405
Volume to Capacity	0.05	0.10	0.08
Queue Length 95th (ft)	4	0	6
Control Delay (s)	12.9	0.0	2.0
Lane LOS	B		A
Approach Delay (s)	12.9	0.0	2.0
Approach LOS	B		

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	9	419	161	319	46	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	455	175	347	50	1
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	522				823	348
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	522				823	348
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				85	100
cM capacity (veh/h)	1045				340	695

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	465	522	51
Volume Left	10	0	50
Volume Right	0	347	1
cSH	1045	1700	344
Volume to Capacity	0.01	0.31	0.15
Queue Length 95th (ft)	1	0	13
Control Delay (s)	0.3	0.0	17.3
Lane LOS	A		C
Approach Delay (s)	0.3	0.0	17.3
Approach LOS			C

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	39.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	18	448	480	16	1	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	487	522	17	1	1
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	539				1057	530
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	539				1057	530
tC, single (s)	4.3				7.4	6.2
tC, 2 stage (s)						
tF (s)	2.4				4.4	3.3
p0 queue free %	98				99	100
cM capacity (veh/h)	958				163	553

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	507	539	2
Volume Left	20	0	1
Volume Right	0	17	1
cSH	958	1700	251
Volume to Capacity	0.02	0.32	0.01
Queue Length 95th (ft)	2	0	1
Control Delay (s)	0.6	0.0	19.4
Lane LOS	A		C
Approach Delay (s)	0.6	0.0	19.4
Approach LOS			C

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	48.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	2	446	492	40	10	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	485	535	43	11	4
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	578				1046	557
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	578				1046	557
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				96	99
cM capacity (veh/h)	1005				255	526

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	487	578	15
Volume Left	2	0	11
Volume Right	0	43	4
cSH	1005	1700	299
Volume to Capacity	0.00	0.34	0.05
Queue Length 95th (ft)	0	0	4
Control Delay (s)	0.1	0.0	17.7
Lane LOS	A		C
Approach Delay (s)	0.1	0.0	17.7
Approach LOS			C

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	38.3%	ICU Level of Service	A
Analysis Period (min)	15		

17: Third Avenue/North Dr. & B Street/East Dr. Performance by lane

Lane	EB	EB	WB	NB	SB	All
Movements Served	LT	R	LTR	LTR	LTR	
Denied Delay (hr)						0.1
Denied Del/Veh (s)						0.4
Total Delay (hr)	0.0	0.3	0.0	0.9	0.1	1.4
Total Del/Veh (s)	10.9	2.3	11.9	4.6	9.4	4.0

Intersection: 17: Third Avenue/North Dr. & B Street/East Dr.

Movement	EB	EB	WB	SB
Directions Served	LT	R	LTR	LTR
Maximum Queue (ft)	34	144	34	56
Average Queue (ft)	10	32	8	22
95th Queue (ft)	32	107	30	50
Link Distance (ft)		141	165	138
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		1		
Storage Bay Dist (ft)	100			
Storage Blk Time (%)		1		
Queuing Penalty (veh)		0		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	19	331	3	20	506	23	3	0	31	3	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	21	360	3	22	550	25	3	0	34	3	0	3
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	575			363			1012	1021	361	1042	1010	562
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	575			363			1012	1021	361	1042	1010	562
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 %	98			98			98	100	95	98	100	99
cM capacity (veh/h)	1008			1207			212	229	688	193	232	530

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	384	597	37	7
Volume Left	21	22	3	3
Volume Right	3	25	34	3
cSH	1008	1207	574	283
Volume to Capacity	0.02	0.02	0.06	0.02
Queue Length 95th (ft)	2	1	5	2
Control Delay (s)	0.7	0.5	11.7	18.0
Lane LOS	A	A	B	C
Approach Delay (s)	0.7	0.5	11.7	18.0
Approach LOS			B	C

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	44.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	91	45	7	401	198	17
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	99	49	8	436	215	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)						
pX, platoon unblocked						
vC, conflicting volume			148		574	123
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			148		574	123
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		55	98
cM capacity (veh/h)			1434		478	927

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	148	443	234
Volume Left	0	8	215
Volume Right	49	0	18
cSH	1700	1434	497
Volume to Capacity	0.09	0.01	0.47
Queue Length 95th (ft)	0	0	62
Control Delay (s)	0.0	0.2	18.5
Lane LOS		A	C
Approach Delay (s)	0.0	0.2	18.5
Approach LOS			C

Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	45.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	95	12	8	309	99	19
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	103	13	9	336	108	21
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			116		463	110
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			116		463	110
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		81	98
cM capacity (veh/h)			1472		554	944

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	116	345	128
Volume Left	0	9	108
Volume Right	13	0	21
cSH	1700	1472	593
Volume to Capacity	0.07	0.01	0.22
Queue Length 95th (ft)	0	0	20
Control Delay (s)	0.0	0.2	12.7
Lane LOS		A	B
Approach Delay (s)	0.0	0.2	12.7
Approach LOS			B

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	36.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	85	14	8	268	34	20
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	92	15	9	291	37	22
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			108		409	100
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			108		409	100
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		94	98
cM capacity (veh/h)			1483		595	956

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	108	300	59
Volume Left	0	9	37
Volume Right	15	0	22
cSH	1700	1483	692
Volume to Capacity	0.06	0.01	0.08
Queue Length 95th (ft)	0	0	7
Control Delay (s)	0.0	0.3	10.7
Lane LOS		A	B
Approach Delay (s)	0.0	0.3	10.7
Approach LOS			B

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	30.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	89	23	60	238	14	36
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	97	25	65	259	15	39
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			122		498	109
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			122		498	109
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		97	96
cM capacity (veh/h)			1466		508	944

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	122	324	54
Volume Left	0	65	15
Volume Right	25	0	39
cSH	1700	1466	761
Volume to Capacity	0.07	0.04	0.07
Queue Length 95th (ft)	0	3	6
Control Delay (s)	0.0	1.8	10.1
Lane LOS		A	B
Approach Delay (s)	0.0	1.8	10.1
Approach LOS			B

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	32.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	59	90	216	5	19	301
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	64	98	235	5	21	327
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	606	238			240	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	606	238			240	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	86	88			98	
cM capacity (veh/h)	453	801			1326	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	162	240	348
Volume Left	64	0	21
Volume Right	98	5	0
cSH	614	1700	1326
Volume to Capacity	0.26	0.14	0.02
Queue Length 95th (ft)	26	0	1
Control Delay (s)	12.9	0.0	0.6
Lane LOS	B		A
Approach Delay (s)	12.9	0.0	0.6
Approach LOS	B		

Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	46.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	2	389	192	59	301	8
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	423	209	64	327	9
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	273				668	241
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	273				668	241
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				23	99
cM capacity (veh/h)	1290				423	798

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	425	273	336
Volume Left	2	0	327
Volume Right	0	64	9
cSH	1290	1700	428
Volume to Capacity	0.00	0.16	0.78
Queue Length 95th (ft)	0	0	171
Control Delay (s)	0.1	0.0	37.9
Lane LOS	A		E
Approach Delay (s)	0.1	0.0	37.9
Approach LOS			E

Intersection Summary			
Average Delay	12.3		
Intersection Capacity Utilization	45.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	17	673	249	15	2	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	732	271	16	2	3
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	287				1047	279
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	287				1047	279
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	100
cM capacity (veh/h)	1287				251	765

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	750	287	5
Volume Left	18	0	2
Volume Right	0	16	3
cSH	1287	1700	421
Volume to Capacity	0.01	0.17	0.01
Queue Length 95th (ft)	1	0	1
Control Delay (s)	0.4	0.0	13.7
Lane LOS	A		B
Approach Delay (s)	0.4	0.0	13.7
Approach LOS			B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	59.1%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	2	674	249	11	52	14
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	733	271	12	57	15
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	283				1014	277
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	283				1014	277
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				79	98
cM capacity (veh/h)	1291				266	767

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	735	283	72
Volume Left	2	0	57
Volume Right	0	12	15
cSH	1291	1700	309
Volume to Capacity	0.00	0.17	0.23
Queue Length 95th (ft)	0	0	22
Control Delay (s)	0.0	0.0	20.1
Lane LOS	A		C
Approach Delay (s)	0.0	0.0	20.1
Approach LOS			C

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	47.5%	ICU Level of Service	A
Analysis Period (min)	15		

17: Third Avenue/North Dr. & B Street/East Dr. Performance by lane

Lane	EB	EB	WB	NB	SB	All
Movements Served	LT	R	LTR	LTR	LTR	
Denied Delay (hr)						0.2
Denied Del/Veh (s)						0.7
Total Delay (hr)	0.0	2.5	0.1	0.2	0.4	3.2
Total Del/Veh (s)	6.2	14.2	6.5	2.0	7.6	9.6

Intersection: 17: Third Avenue/North Dr. & B Street/East Dr.

Movement	EB	EB	WB	SB
Directions Served	LT	R	LTR	LTR
Maximum Queue (ft)	125	191	57	117
Average Queue (ft)	20	153	22	51
95th Queue (ft)	85	187	49	89
Link Distance (ft)		141	165	138
Upstream Blk Time (%)	0	34		0
Queuing Penalty (veh)	0	247		0
Storage Bay Dist (ft)	100			
Storage Blk Time (%)		57		
Queuing Penalty (veh)		7		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	195	4	28	463	3	3	0	25	15	0	9
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	212	4	30	503	3	3	0	27	16	0	10
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	507			216			796	788	214	814	789	505
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	507			216			796	788	214	814	789	505
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			98			99	100	97	94	100	98
cM capacity (veh/h)	1069			1365			296	315	831	284	317	571

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	220	537	30	26
Volume Left	3	30	3	16
Volume Right	4	3	27	10
cSH	1069	1365	696	350
Volume to Capacity	0.00	0.02	0.04	0.07
Queue Length 95th (ft)	0	2	3	6
Control Delay (s)	0.2	0.7	10.4	16.1
Lane LOS	A	A	B	C
Approach Delay (s)	0.2	0.7	10.4	16.1
Approach LOS			B	C

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	52.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	88	57	9	187	42	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	96	62	10	203	46	4
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			158		349	127
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			158		349	127
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		93	100
cM capacity (veh/h)			1422		643	924

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	158	213	50
Volume Left	0	10	46
Volume Right	62	0	4
cSH	1700	1422	661
Volume to Capacity	0.09	0.01	0.08
Queue Length 95th (ft)	0	1	6
Control Delay (s)	0.0	0.4	10.9
Lane LOS		A	B
Approach Delay (s)	0.0	0.4	10.9
Approach LOS			B

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	27.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	77	15	10	174	21	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	84	16	11	189	23	4
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			100		303	92
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			100		303	92
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		97	100
cM capacity (veh/h)			1493		684	966

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	100	200	27
Volume Left	0	11	23
Volume Right	16	0	4
cSH	1700	1493	717
Volume to Capacity	0.06	0.01	0.04
Queue Length 95th (ft)	0	1	3
Control Delay (s)	0.0	0.5	10.2
Lane LOS		A	B
Approach Delay (s)	0.0	0.5	10.2
Approach LOS			B

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	26.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	56	18	10	160	14	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	61	20	11	174	15	5
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			80		266	71
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			80		266	71
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		98	99
cM capacity (veh/h)			1517		718	992

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	80	185	21
Volume Left	0	11	15
Volume Right	20	0	5
cSH	1700	1517	774
Volume to Capacity	0.05	0.01	0.03
Queue Length 95th (ft)	0	1	2
Control Delay (s)	0.0	0.5	9.8
Lane LOS		A	A
Approach Delay (s)	0.0	0.5	9.8
Approach LOS			A

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	25.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	43	23	62	143	19	51
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	47	25	67	155	21	55
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			72		349	59
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			72		349	59
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		97	94
cM capacity (veh/h)			1528		619	1006

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	72	223	76
Volume Left	0	67	21
Volume Right	25	0	55
cSH	1700	1528	860
Volume to Capacity	0.04	0.04	0.09
Queue Length 95th (ft)	0	3	7
Control Delay (s)	0.0	2.5	9.6
Lane LOS		A	A
Approach Delay (s)	0.0	2.5	9.6
Approach LOS			A

Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	28.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	13	19	86	7	23	175
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	21	93	8	25	190
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	338	97			101	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	338	97			101	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	98			98	
cM capacity (veh/h)	647	959			1491	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	35	101	215
Volume Left	14	0	25
Volume Right	21	8	0
cSH	802	1700	1491
Volume to Capacity	0.04	0.06	0.02
Queue Length 95th (ft)	3	0	1
Control Delay (s)	9.7	0.0	1.0
Lane LOS	A		A
Approach Delay (s)	9.7	0.0	1.0
Approach LOS	A		

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	27.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	2	153	105	74	65	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	166	114	80	71	2
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	195				325	154
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	195				325	154
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				89	100
cM capacity (veh/h)	1379				668	892

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	168	195	73
Volume Left	2	0	71
Volume Right	0	80	2
cSH	1379	1700	673
Volume to Capacity	0.00	0.11	0.11
Queue Length 95th (ft)	0	0	9
Control Delay (s)	0.1	0.0	11.0
Lane LOS	A		B
Approach Delay (s)	0.1	0.0	11.0
Approach LOS			B

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	20.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	23	194	176	21	2	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	211	191	23	2	3
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	214				464	203
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	214				464	203
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				100	100
cM capacity (veh/h)	1368				550	843

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	236	214	5
Volume Left	25	0	2
Volume Right	0	23	3
cSH	1368	1700	695
Volume to Capacity	0.02	0.13	0.01
Queue Length 95th (ft)	1	0	1
Control Delay (s)	1.0	0.0	10.2
Lane LOS	A		B
Approach Delay (s)	1.0	0.0	10.2
Approach LOS			B

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	35.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	3	194	181	14	28	16
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	211	197	15	30	17
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	212				422	204
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	212				422	204
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				95	98
cM capacity (veh/h)	1370				591	841

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	214	212	48
Volume Left	3	0	30
Volume Right	0	15	17
cSH	1370	1700	663
Volume to Capacity	0.00	0.12	0.07
Queue Length 95th (ft)	0	0	6
Control Delay (s)	0.1	0.0	10.9
Lane LOS	A		B
Approach Delay (s)	0.1	0.0	10.9
Approach LOS			B

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	22.6%	ICU Level of Service	A
Analysis Period (min)	15		

17: Third Avenue/North Dr. & B Street/East Dr. Performance by lane

Lane	EB	EB	WB	NB	SB	All
Movements Served	LT	R	LTR	LTR	LTR	
Denied Delay (hr)						0.0
Denied Del/Veh (s)						0.2
Total Delay (hr)	0.0	0.1	0.0	0.1	0.2	0.4
Total Del/Veh (s)	5.6	1.4	4.9	1.7	5.9	2.4

Intersection: 17: Third Avenue/North Dr. & B Street/East Dr.

Movement	EB	EB	WB	SB
Directions Served	LT	R	LTR	LTR
Maximum Queue (ft)	39	77	30	70
Average Queue (ft)	14	12	10	34
95th Queue (ft)	39	53	33	55
Link Distance (ft)		141	165	138
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100			
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	191	5	28	271	4	3	0	24	1	0	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	208	5	30	295	4	3	0	26	1	0	1
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	299			213			569	570	210	594	571	297
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	299			213			569	570	210	594	571	297
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			98			99	100	97	100	100	100
cM capacity (veh/h)	1274			1369			428	424	835	400	424	747

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	213	329	29	2
Volume Left	0	30	3	1
Volume Right	5	4	26	1
cSH	1274	1369	755	521
Volume to Capacity	0.00	0.02	0.04	0.00
Queue Length 95th (ft)	0	2	3	0
Control Delay (s)	0.0	0.9	10.0	11.9
Lane LOS		A	A	B
Approach Delay (s)	0.0	0.9	10.0	11.9
Approach LOS			A	B

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	39.7%	ICU Level of Service	A
Analysis Period (min)	15		