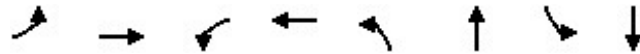


# Phasings

3: Int

2023/5/1



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases	2		6		8		4	
Permitted Phases	2		6		8		4	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag								
Lead-Lag Optimize?								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)	5.0	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	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0
Act Effct Green (s)	16.0	16.0	16.0	16.0		16.0	16.0	16.0
Actuated g/C Ratio	0.40	0.40	0.40	0.40		0.40	0.40	0.40
v/c Ratio	0.96	0.89dr	2.11	0.41		1.59	1.02	0.50
Control Delay	71.7	9.8	534.2	8.5		291.6	95.4	8.8
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	71.7	9.8	534.2	8.5		291.6	95.4	8.8
LOS	E	A	F	A		F	F	A
Approach Delay	20.6		177.4		291.6		22.4	
Approach LOS	C		F		F		C	
90th %ile Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0
90th %ile Term Code	Coord	Coord	Coord	Coord	MaxR	MaxR	MaxR	MaxR
70th %ile Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0
70th %ile Term Code	Coord	Coord	Coord	Coord	MaxR	MaxR	MaxR	MaxR
50th %ile Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0
50th %ile Term Code	Coord	Coord	Coord	Coord	MaxR	MaxR	MaxR	MaxR
30th %ile Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0
30th %ile Term Code	Coord	Coord	Coord	Coord	MaxR	MaxR	MaxR	MaxR
10th %ile Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0
10th %ile Term Code	Coord	Coord	Coord	Coord	MaxR	MaxR	MaxR	MaxR

## Intersection Summary

Cycle Length: 40

Actuated Cycle Length: 40

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 2.11

Intersection Signal Delay: 130.4

Intersection LOS: F

Intersection Capacity Utilization 107.2%

ICU Level of Service G

Analysis Period (min) 15

dr Defacto Right Lane. Recode with 1 though lane as a right lane.