

Canal at Main Future No Build AM Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | ø9 |
|-------------------------|-------|-------|-------|------|-------|------|------|
| Lane Configurations | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Storage Length (ft) | 60 | 0 | | 0 | 160 | | |
| Storage Lanes | 1 | 1 | | 0 | 1 | | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | | |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | |
| Ped Bike Factor | | | 0.99 | | | | |
| Frt | | 0.850 | 0.921 | | | | |
| Flt Protected | 0.950 | | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1583 | 3221 | 0 | 1770 | 1863 | |
| Flt Permitted | 0.950 | | | | 0.406 | | |
| Satd. Flow (perm) | 1770 | 1583 | 3221 | 0 | 756 | 1863 | |
| Right Turn on Red | | Yes | | Yes | | | |
| Satd. Flow (RTOR) | | 349 | 174 | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Link Speed (mph) | 30 | | 30 | | | 30 | |
| Link Distance (ft) | 2430 | | 3472 | | | 2064 | |
| Travel Time (s) | 55.2 | | 78.9 | | | 46.9 | |
| Volume (vph) | 134 | 307 | 119 | 134 | 144 | 86 | |
| Confl. Peds. (#/hr) | | | | 1 | | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.77 | 0.77 | 0.84 | 0.84 | |
| Adj. Flow (vph) | 152 | 349 | 155 | 174 | 171 | 102 | |
| Lane Group Flow (vph) | 152 | 349 | 329 | 0 | 171 | 102 | |
| Turn Type | | Perm | | | pm+pt | | |
| Protected Phases | 4 | | 2 | | 1 | 6 | 9 |
| Permitted Phases | | 4 | | | 6 | | |
| Minimum Split (s) | 21.0 | 21.0 | 21.0 | | 13.0 | 21.0 | 11.0 |
| Total Split (s) | 27.0 | 27.0 | 24.0 | 0.0 | 18.0 | 42.0 | 11.0 |
| Total Split (%) | 34% | 34% | 30% | 0% | 23% | 53% | 14% |
| Maximum Green (s) | 22.0 | 22.0 | 19.0 | | 15.0 | 37.0 | 6.0 |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | | 0.0 | 2.0 | 2.0 |
| Lead/Lag | | | Lag | | Lead | | |
| Lead-Lag Optimize? | | | Yes | | Yes | | |
| Walk Time (s) | 5.0 | 5.0 | 5.0 | | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | | | 0 | |
| Act Effct Green (s) | 23.0 | 23.0 | 20.0 | | 38.0 | 38.0 | |
| Actuated g/C Ratio | 0.29 | 0.29 | 0.25 | | 0.48 | 0.48 | |
| v/c Ratio | 0.30 | 0.50 | 0.35 | | 0.32 | 0.12 | |
| Uniform Delay, d1 | 22.2 | 0.0 | 11.2 | | 12.2 | 11.7 | |
| Delay | 22.7 | 3.0 | 11.5 | | 12.5 | 11.9 | |
| LOS | C | A | B | | B | B | |
| Approach Delay | 9.0 | | 11.5 | | | 12.3 | |
| Approach LOS | A | | B | | | B | |
| Queue Length 50th (ft) | 59 | 0 | 30 | | 47 | 27 | |
| Queue Length 95th (ft) | 105 | 53 | 47 | | 78 | 50 | |
| Internal Link Dist (ft) | 2350 | | 3392 | | | 1984 | |

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| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | ø9 |
|------------------------|-----|-----|-----|-----|-----|-----|----|
| 50th Up Block Time (%) | | | | | | | |
| 95th Up Block Time (%) | | | | | | | |
| Turn Bay Length (ft) | 60 | | | | 160 | | |
| 50th Bay Block Time % | 6% | | | | | | |
| 95th Bay Block Time % | 35% | 5% | | | | | |
| Queuing Penalty (veh) | 143 | 3 | | | | | |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 80 |
| Actuated Cycle Length: | 80 |
| Offset: | 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green |
| Natural Cycle: | 70 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.50 |
| Intersection Signal Delay: | 10.5 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 41.6% |
| ICU Level of Service | A |

Splits and Phases: 1: Canal St & Main St

| | | | |
|------|------|------|------|
| ø1 | ø2 | ø4 | ø9 |
| 18 s | 24 s | 27 s | 11 s |
| ø6 | | | |
| 42 s | | | |

Canal at Main Future No Build PM Peak

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | a9 |
|-------------------------|-------|-------|-------|------|-------|------|------|
| Lane Configurations | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Storage Length (ft) | 60 | 0 | | 0 | 160 | | |
| Storage Lanes | 1 | 1 | | 0 | 1 | | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | | |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | |
| Frt | | 0.850 | 0.928 | | | | |
| Flt Protected | 0.950 | | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1583 | 3284 | 0 | 1770 | 1863 | |
| Flt Permitted | 0.950 | | | | 0.406 | | |
| Satd. Flow (perm) | 1770 | 1583 | 3284 | 0 | 756 | 1863 | |
| Right Turn on Red | | Yes | | Yes | | | |
| Satd. Flow (RTOR) | | 394 | 156 | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Link Speed (mph) | 30 | | 30 | | | 30 | |
| Link Distance (ft) | 2430 | | 3472 | | | 2064 | |
| Travel Time (s) | 55.2 | | 78.9 | | | 46.9 | |
| Volume (vph) | 192 | 331 | 131 | 122 | 302 | 140 | |
| Peak Hour Factor | 0.84 | 0.84 | 0.78 | 0.78 | 0.92 | 0.92 | |
| Adj. Flow (vph) | 229 | 394 | 168 | 156 | 328 | 152 | |
| Lane Group Flow (vph) | 229 | 394 | 324 | 0 | 328 | 152 | |
| Turn Type | | Perm | | | pm+pt | | |
| Protected Phases | 4 | | 2 | | 1 | 6 | 9 |
| Permitted Phases | | 4 | | | 6 | | |
| Minimum Split (s) | 21.0 | 21.0 | 21.0 | | 13.0 | 21.0 | 10.0 |
| Total Split (s) | 27.0 | 27.0 | 24.0 | 0.0 | 18.0 | 42.0 | 13.0 |
| Total Split (%) | 33% | 33% | 29% | 0% | 22% | 51% | 16% |
| Maximum Green (s) | 22.0 | 22.0 | 19.0 | | 15.0 | 37.0 | 9.0 |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | | 0.0 | 2.0 | 1.0 |
| Lead/Lag | | | Lag | | Lead | | |
| Lead-Lag Optimize? | | | Yes | | Yes | | |
| Walk Time (s) | 5.0 | 5.0 | 5.0 | | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | | | 0 | |
| Act Effct Green (s) | 23.0 | 23.0 | 20.0 | | 38.0 | 38.0 | |
| Actuated g/C Ratio | 0.28 | 0.28 | 0.24 | | 0.46 | 0.46 | |
| v/c Ratio | 0.46 | 0.54 | 0.35 | | 0.63 | 0.18 | |
| Uniform Delay, d1 | 24.4 | 0.0 | 12.8 | | 14.5 | 12.8 | |
| Delay | 25.0 | 2.9 | 13.1 | | 15.0 | 13.1 | |
| LOS | C | A | B | | B | B | |
| Approach Delay | 11.0 | | 13.1 | | | 14.4 | |
| Approach LOS | B | | B | | | B | |
| Queue Length 50th (ft) | 97 | 0 | 34 | | 106 | 44 | |
| Queue Length 95th (ft) | 150 | 45 | 53 | | 171 | 79 | |
| Internal Link Dist (ft) | 2350 | | 3392 | | | 1984 | |
| 50th Up Block Time (%) | | | | | | | |
| 95th Up Block Time (%) | | | | | | | |

Canal at Main Future No Build PM Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | ø9 |
|-----------------------|-----|-----|-----|-----|-----|-----|----|
| Turn Bay Length (ft) | 60 | | | 160 | | | |
| 50th Bay Block Time % | 32% | | | | | | |
| 95th Bay Block Time % | 46% | 3% | | | | 10% | |
| Queuing Penalty (veh) | 307 | | | | | | 7 |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 82 |
| Actuated Cycle Length: | 82 |
| Offset: | 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green |
| Natural Cycle: | 65 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.63 |
| Intersection Signal Delay: | 12.6 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 50.5% |
| ICU Level of Service | A |

Splits and Phases: 1: Canal St & Main St



Canal at Main Future No Build Sat Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | ø9 |
|-------------------------|-------|-------|-------|------|-------|------|------|
| Lane Configurations | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Storage Length (ft) | 60 | 0 | | 0 | 160 | | |
| Storage Lanes | 1 | 1 | | 0 | 1 | | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | | |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | |
| Ped Bike Factor | 1.00 | | 0.99 | | | | |
| Frt | | 0.850 | 0.927 | | | | |
| Frt Protected | 0.950 | | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1583 | 3245 | 0 | 1770 | 1863 | |
| Frt Permitted | 0.950 | | | | 0.377 | | |
| Satd. Flow (perm) | 1765 | 1583 | 3245 | 0 | 702 | 1863 | |
| Right Turn on Red | | Yes | | Yes | | | |
| Satd. Flow (RTOR) | | 386 | 171 | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Link Speed (mph) | 30 | | 30 | | | 30 | |
| Link Distance (ft) | 2430 | | 3472 | | | 2064 | |
| Travel Time (s) | 55.2 | | 78.9 | | | 46.9 | |
| Volume (vph) | 169 | 328 | 150 | 144 | 225 | 150 | |
| Confl. Peds. (#/hr) | 1 | | | 1 | | | |
| Peak Hour Factor | 0.85 | 0.85 | 0.84 | 0.84 | 0.93 | 0.93 | |
| Adj. Flow (vph) | 199 | 386 | 179 | 171 | 242 | 161 | |
| Lane Group Flow (vph) | 199 | 386 | 350 | 0 | 242 | 161 | |
| Turn Type | | Perm | | | pm+pt | | |
| Protected Phases | 4 | | 2 | | 1 | 6 | 9 |
| Permitted Phases | | 4 | | | 6 | | |
| Minimum Split (s) | 21.0 | 21.0 | 21.0 | | 13.0 | 21.0 | 10.0 |
| Total Split (s) | 27.0 | 27.0 | 24.0 | 0.0 | 18.0 | 42.0 | 15.0 |
| Total Split (%) | 32% | 32% | 29% | 0% | 21% | 50% | 18% |
| Maximum Green (s) | 22.0 | 22.0 | 19.0 | | 15.0 | 37.0 | 10.0 |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | | 0.0 | 2.0 | 2.0 |
| Lead/Lag | | | Lag | | Lead | | |
| Lead-Lag Optimize? | | | Yes | | Yes | | |
| Walk Time (s) | 5.0 | 5.0 | 5.0 | | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | | | 0 | |
| Act Effct Green (s) | 23.0 | 23.0 | 20.0 | | 38.0 | 38.0 | |
| Actuated g/C Ratio | 0.27 | 0.27 | 0.24 | | 0.45 | 0.45 | |
| v/c Ratio | 0.41 | 0.54 | 0.39 | | 0.49 | 0.19 | |
| Uniform Delay, d1 | 24.9 | 0.0 | 13.2 | | 14.6 | 13.8 | |
| Delay | 25.5 | 3.0 | 13.5 | | 14.9 | 14.1 | |
| LOS | C | A | B | | B | B | |
| Approach Delay | 10.7 | | 13.5 | | | 14.6 | |
| Approach LOS | B | | B | | | B | |
| Queue Length 50th (ft) | 86 | 0 | 38 | | 78 | 49 | |
| Queue Length 95th (ft) | 137 | 49 | 65 | | 130 | 87 | |
| Internal Link Dist (ft) | 2350 | | 3392 | | | 1984 | |

Canal at Main Future No Build Sat Peak

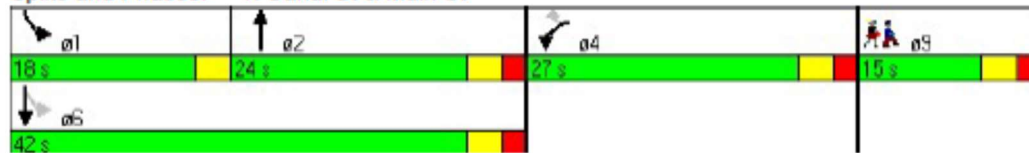


| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | ø9 |
|------------------------|-----|-----|-----|-----|-----|-----|----|
| 50th Up Block Time (%) | | | | | | | |
| 95th Up Block Time (%) | | | | | | | |
| Turn Bay Length (ft) | 60 | | | | 160 | | |
| 50th Bay Block Time % | 27% | | | | | | |
| 95th Bay Block Time % | 44% | 4% | | | | | |
| Queuing Penalty (veh) | 273 | | | | | | |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 84 |
| Actuated Cycle Length: | 84 |
| Offset: | 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green |
| Natural Cycle: | 65 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.54 |
| Intersection Signal Delay: | 12.6 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 47.8% |
| ICU Level of Service | A |

Splits and Phases: 1: Canal St & Main St



Canal at Main Future Build AM Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | ø9 |
|-------------------------|-------|-------|-------|------|-------|------|------|
| Lane Configurations | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Storage Length (ft) | 60 | 0 | | 0 | 160 | | |
| Storage Lanes | 1 | 1 | | 0 | 1 | | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | | |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | |
| Ped Bike Factor | | | 0.99 | | | | |
| Frt | | 0.850 | 0.920 | | | | |
| Flt Protected | 0.950 | | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1583 | 3217 | 0 | 1770 | 1863 | |
| Flt Permitted | 0.950 | | | | 0.405 | | |
| Satd. Flow (perm) | 1770 | 1583 | 3217 | 0 | 754 | 1863 | |
| Right Turn on Red | | Yes | | Yes | | | |
| Satd. Flow (RTOR) | | 356 | 175 | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Link Speed (mph) | 30 | | 30 | | | 30 | |
| Link Distance (ft) | 2430 | | 3472 | | | 2064 | |
| Travel Time (s) | 55.2 | | 78.9 | | | 46.9 | |
| Volume (vph) | 137 | 313 | 119 | 135 | 145 | 86 | |
| Confl. Peds. (#/hr) | | | | 1 | | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.77 | 0.77 | 0.84 | 0.84 | |
| Adj. Flow (vph) | 156 | 356 | 155 | 175 | 173 | 102 | |
| Lane Group Flow (vph) | 156 | 356 | 330 | 0 | 173 | 102 | |
| Turn Type | | Perm | | | pm+pt | | |
| Protected Phases | 4 | | 2 | | 1 | 6 | 9 |
| Permitted Phases | | 4 | | | 6 | | |
| Minimum Split (s) | 21.0 | 21.0 | 21.0 | | 13.0 | 21.0 | 11.0 |
| Total Split (s) | 27.0 | 27.0 | 24.0 | 0.0 | 18.0 | 42.0 | 11.0 |
| Total Split (%) | 34% | 34% | 30% | 0% | 23% | 53% | 14% |
| Maximum Green (s) | 22.0 | 22.0 | 19.0 | | 15.0 | 37.0 | 6.0 |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | | 0.0 | 2.0 | 2.0 |
| Lead/Lag | | | Lag | | Lead | | |
| Lead-Lag Optimize? | | | Yes | | Yes | | |
| Walk Time (s) | 5.0 | 5.0 | 5.0 | | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | | | 0 | |
| Act Effct Green (s) | 23.0 | 23.0 | 20.0 | | 38.0 | 38.0 | |
| Actuated g/C Ratio | 0.29 | 0.29 | 0.25 | | 0.48 | 0.48 | |
| v/c Ratio | 0.31 | 0.50 | 0.35 | | 0.32 | 0.12 | |
| Uniform Delay, d1 | 22.3 | 0.0 | 11.1 | | 12.2 | 11.7 | |
| Delay | 22.8 | 2.9 | 11.4 | | 12.5 | 11.9 | |
| LOS | C | A | B | | B | B | |
| Approach Delay | 9.0 | | 11.4 | | | 12.3 | |
| Approach LOS | A | | B | | | B | |
| Queue Length 50th (ft) | 61 | 0 | 30 | | 48 | 27 | |
| Queue Length 95th (ft) | 108 | 53 | 47 | | 79 | 50 | |
| Internal Link Dist (ft) | 2350 | | 3392 | | | 1984 | |

Canal at Main Future Build AM Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | ø9 |
|------------------------|-----|-----|-----|-----|-----|-----|----|
| 50th Up Block Time (%) | | | | | | | |
| 95th Up Block Time (%) | | | | | | | |
| Turn Bay Length (ft) | | 60 | | | 160 | | |
| 50th Bay Block Time % | | 8% | | | | | |
| 95th Bay Block Time % | 36% | 5% | | | | | |
| Queuing Penalty (veh) | 156 | 4 | | | | | |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 80 |
| Actuated Cycle Length: | 80 |
| Offset: | 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green |
| Natural Cycle: | 70 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.50 |
| Intersection Signal Delay: | 10.5 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 42.0% |
| ICU Level of Service | A |

Splits and Phases: 1: Canal St & Main St



Canal at Main Future Build PM Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | ø9 |
|-------------------------------|-------|-------|-------|------|-------|------|------|
| Lane Configurations | ↵ | ↗ | ↕↗ | | ↵ | ↗ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Storage Length (ft) | 60 | 0 | | 0 | 160 | | |
| Storage Lanes | 1 | 1 | | 0 | 1 | | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | | |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | |
| Fr _t | | 0.850 | 0.927 | | | | |
| Flt Protected | 0.950 | | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1583 | 3281 | 0 | 1770 | 1863 | |
| Flt Permitted | 0.950 | | | | 0.403 | | |
| Satd. Flow (perm) | 1770 | 1583 | 3281 | 0 | 751 | 1863 | |
| Right Turn on Red | | Yes | | Yes | | | |
| Satd. Flow (RTOR) | | 398 | 159 | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Link Speed (mph) | 30 | | 30 | | | 30 | |
| Link Distance (ft) | 2430 | | 3472 | | | 2064 | |
| Travel Time (s) | 55.2 | | 78.9 | | | 46.9 | |
| Volume (vph) | 194 | 334 | 131 | 124 | 306 | 140 | |
| Peak Hour Factor | 0.84 | 0.84 | 0.78 | 0.78 | 0.92 | 0.92 | |
| Adj. Flow (vph) | 231 | 398 | 168 | 159 | 333 | 152 | |
| Lane Group Flow (vph) | 231 | 398 | 327 | 0 | 333 | 152 | |
| Turn Type | | Perm | | | pm+pt | | |
| Protected Phases | 4 | | 2 | | 1 | 6 | 9 |
| Permitted Phases | | 4 | | | 6 | | |
| Minimum Split (s) | 21.0 | 21.0 | 21.0 | | 13.0 | 21.0 | 10.0 |
| Total Split (s) | 27.0 | 27.0 | 24.0 | 0.0 | 18.0 | 42.0 | 13.0 |
| Total Split (%) | 33% | 33% | 29% | 0% | 22% | 51% | 16% |
| Maximum Green (s) | 22.0 | 22.0 | 19.0 | | 15.0 | 37.0 | 9.0 |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | | 0.0 | 2.0 | 1.0 |
| Lead/Lag | | | Lag | | Lead | | |
| Lead-Lag Optimize? | | | Yes | | Yes | | |
| Walk Time (s) | 5.0 | 5.0 | 5.0 | | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | | | 0 | |
| Act Effct Green (s) | 23.0 | 23.0 | 20.0 | | 38.0 | 38.0 | |
| Actuated g/C Ratio | 0.28 | 0.28 | 0.24 | | 0.46 | 0.46 | |
| v/c Ratio | 0.47 | 0.55 | 0.36 | | 0.64 | 0.18 | |
| Uniform Delay, d ₁ | 24.4 | 0.0 | 12.7 | | 14.5 | 12.8 | |
| Delay | 25.0 | 2.9 | 13.0 | | 15.1 | 13.1 | |
| LOS | C | A | B | | B | B | |
| Approach Delay | 11.0 | | 13.0 | | | 14.5 | |
| Approach LOS | B | | B | | | B | |
| Queue Length 50th (ft) | 98 | 0 | 34 | | 108 | 44 | |
| Queue Length 95th (ft) | 151 | 45 | 53 | | 173 | 79 | |
| Internal Link Dist (ft) | 2350 | | 3392 | | | 1984 | |
| 50th Up Block Time (%) | | | | | | | |
| 95th Up Block Time (%) | | | | | | | |

Canal at Main Future Build PM Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | ø9 |
|-----------------------|-----|-----|-----|-----|-----|-----|----|
| Turn Bay Length (ft) | 60 | | | 160 | | | |
| 50th Bay Block Time % | 32% | | | | | | |
| 95th Bay Block Time % | 46% | 3% | | | | 11% | |
| Queuing Penalty (veh) | 313 | | | | | | 8 |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 82 |
| Actuated Cycle Length: | 82 |
| Offset: | 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green |
| Natural Cycle: | 65 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.64 |
| Intersection Signal Delay: | 12.6 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 51.0% |
| ICU Level of Service | A |

Splits and Phases: 1: Canal St & Main St



Canal at Main Future Build Sat Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | ø9 |
|-------------------------|-------|-------|-------|------|-------|------|------|
| Lane Configurations | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Storage Length (ft) | 60 | 0 | | 0 | 160 | | |
| Storage Lanes | 1 | 1 | | 0 | 1 | | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | | |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | |
| Ped Bike Factor | 1.00 | | 0.99 | | | | |
| Frt | | 0.850 | 0.926 | | | | |
| Flt Protected | 0.950 | | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1583 | 3241 | 0 | 1770 | 1863 | |
| Flt Permitted | 0.950 | | | | 0.375 | | |
| Satd. Flow (perm) | 1765 | 1583 | 3241 | 0 | 699 | 1863 | |
| Right Turn on Red | | Yes | | Yes | | | |
| Satd. Flow (RTOR) | | 392 | 174 | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Link Speed (mph) | 30 | | 30 | | | 30 | |
| Link Distance (ft) | 2430 | | 3472 | | | 2064 | |
| Travel Time (s) | 55.2 | | 78.9 | | | 46.9 | |
| Volume (vph) | 172 | 333 | 150 | 146 | 227 | 150 | |
| Confl. Peds. (#/hr) | 1 | | | 1 | | | |
| Peak Hour Factor | 0.85 | 0.85 | 0.84 | 0.84 | 0.93 | 0.93 | |
| Adj. Flow (vph) | 202 | 392 | 179 | 174 | 244 | 161 | |
| Lane Group Flow (vph) | 202 | 392 | 353 | 0 | 244 | 161 | |
| Turn Type | | Perm | | | pm+pt | | |
| Protected Phases | 4 | | 2 | | 1 | 6 | 9 |
| Permitted Phases | | 4 | | | 6 | | |
| Minimum Split (s) | 21.0 | 21.0 | 21.0 | | 13.0 | 21.0 | 10.0 |
| Total Split (s) | 27.0 | 27.0 | 24.0 | 0.0 | 18.0 | 42.0 | 15.0 |
| Total Split (%) | 32% | 32% | 29% | 0% | 21% | 50% | 18% |
| Maximum Green (s) | 22.0 | 22.0 | 19.0 | | 15.0 | 37.0 | 10.0 |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | | 0.0 | 2.0 | 2.0 |
| Lead/Lag | | | Lag | | Lead | | |
| Lead-Lag Optimize? | | | Yes | | Yes | | |
| Walk Time (s) | 5.0 | 5.0 | 5.0 | | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | | | 0 | |
| Act Effct Green (s) | 23.0 | 23.0 | 20.0 | | 38.0 | 38.0 | |
| Actuated g/C Ratio | 0.27 | 0.27 | 0.24 | | 0.45 | 0.45 | |
| v/c Ratio | 0.42 | 0.55 | 0.39 | | 0.49 | 0.19 | |
| Uniform Delay, d1 | 25.0 | 0.0 | 13.1 | | 14.6 | 13.8 | |
| Delay | 25.6 | 3.0 | 13.4 | | 15.0 | 14.1 | |
| LOS | C | A | B | | B | B | |
| Approach Delay | 10.7 | | 13.4 | | | 14.6 | |
| Approach LOS | B | | B | | | B | |
| Queue Length 50th (ft) | 87 | 0 | 38 | | 79 | 49 | |
| Queue Length 95th (ft) | 139 | 49 | 65 | | 130 | 87 | |
| Internal Link Dist (ft) | 2350 | | 3392 | | | 1984 | |

Canal at Main Future Build Sat Peak

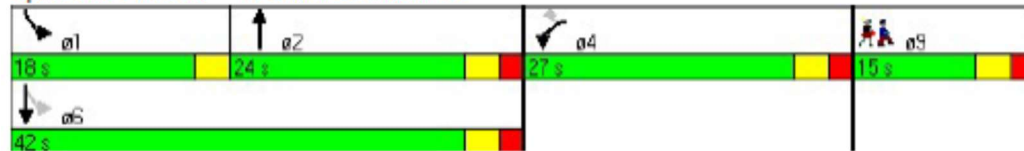


| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | ø9 |
|------------------------|-----|-----|-----|-----|-----|-----|----|
| 50th Up Block Time (%) | | | | | | | |
| 95th Up Block Time (%) | | | | | | | |
| Turn Bay Length (ft) | 60 | | | | 160 | | |
| 50th Bay Block Time % | 27% | | | | | | |
| 95th Bay Block Time % | 44% | 4% | | | | | |
| Queuing Penalty (veh) | 281 | 3 | | | | | |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 84 |
| Actuated Cycle Length: | 84 |
| Offset: | 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green |
| Natural Cycle: | 65 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.55 |
| Intersection Signal Delay: | 12.6 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 48.1% |
| ICU Level of Service | A |

Splits and Phases: 1: Canal St & Main St



Canal at Howe Ave Existing AM Peak



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | ø9 |
|-------------------------|-------|------|-------|-------|-------|------|------|
| Lane Configurations | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Storage Length (ft) | 100 | | | 50 | 0 | 0 | |
| Storage Lanes | 1 | | | 1 | 1 | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Fr _t | | | | 0.850 | 0.902 | | |
| Fit Protected | 0.950 | | | | 0.987 | | |
| Satd. Flow (prot) | 1770 | 1863 | 1863 | 1583 | 1658 | 0 | |
| Fit Permitted | 0.292 | | | | 0.987 | | |
| Satd. Flow (perm) | 544 | 1863 | 1863 | 1583 | 1658 | 0 | |
| Right Turn on Red | | | | Yes | | Yes | |
| Satd. Flow (RTOR) | | | | 37 | 157 | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Link Speed (mph) | | 30 | 30 | | 30 | | |
| Link Distance (ft) | | 3808 | 4752 | | 3058 | | |
| Travel Time (s) | | 86.5 | 108.0 | | 69.5 | | |
| Volume (vph) | 115 | 140 | 294 | 65 | 46 | 123 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.88 | 0.88 | 0.77 | 0.77 | |
| Adj. Flow (vph) | 126 | 154 | 334 | 74 | 60 | 160 | |
| Lane Group Flow (vph) | 126 | 154 | 334 | 74 | 220 | 0 | |
| Turn Type | pm+pt | | | Perm | | | |
| Protected Phases | 5 | 2 | 6 | | 4 | | 9 |
| Permitted Phases | 2 | | | 6 | | | |
| Detector Phases | 5 | 2 | 6 | 6 | 4 | | |
| Minimum Initial (s) | 8.0 | 10.0 | 10.0 | 10.0 | 10.0 | | 8.0 |
| Minimum Split (s) | 12.0 | 30.0 | 30.0 | 30.0 | 35.0 | | 13.0 |
| Total Split (s) | 13.0 | 44.0 | 31.0 | 31.0 | 35.0 | 0.0 | 13.0 |
| Total Split (%) | 14% | 48% | 34% | 34% | 38% | 0% | 14% |
| Maximum Green (s) | 9.0 | 38.0 | 25.0 | 25.0 | 29.0 | | 8.0 |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 3.0 |
| All-Red Time (s) | 1.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 |
| Lead/Lag | Lead | | Lag | Lag | | | |
| Lead-Lag Optimize? | Yes | | Yes | Yes | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 |
| Recall Mode | None | None | None | None | None | | None |
| Walk Time (s) | | 5.0 | 5.0 | 5.0 | 5.0 | | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | 11.0 | 11.0 | | |
| Pedestrian Calls (#/hr) | | 0 | 0 | 0 | 0 | | |
| Act Effct Green (s) | 30.6 | 25.9 | 16.4 | 16.4 | 13.0 | | |
| Actuated g/C Ratio | 0.58 | 0.54 | 0.34 | 0.34 | 0.27 | | |
| v/c Ratio | 0.24 | 0.15 | 0.52 | 0.13 | 0.39 | | |
| Uniform Delay, d1 | 4.1 | 4.2 | 11.5 | 4.8 | 3.5 | | |
| Delay | 4.7 | 4.8 | 13.1 | 7.1 | 6.7 | | |
| LOS | A | A | B | A | A | | |
| Approach Delay | | 4.7 | 12.0 | | 6.7 | | |

Canal at Howe Ave Existing AM Peak

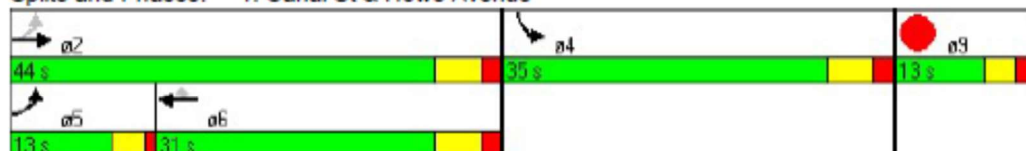


| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | ø9 |
|-------------------------|------|------|------|------|------|-----|------|
| Approach LOS | | A | B | | A | | |
| 90th %ile Green (s) | 9.0 | 35.2 | 22.2 | 22.2 | 13.5 | | 0.0 |
| 90th %ile Term Code | Max | Hold | Gap | Gap | Gap | | Skip |
| 70th %ile Green (s) | 9.0 | 29.2 | 16.2 | 16.2 | 10.0 | | 0.0 |
| 70th %ile Term Code | Max | Hold | Gap | Gap | Min | | Skip |
| 50th %ile Green (s) | 8.2 | 25.8 | 13.6 | 13.6 | 10.0 | | 0.0 |
| 50th %ile Term Code | Gap | Hold | Gap | Gap | Min | | Skip |
| 30th %ile Green (s) | 8.0 | 23.1 | 11.1 | 11.1 | 10.0 | | 0.0 |
| 30th %ile Term Code | Min | Hold | Gap | Gap | Min | | Skip |
| 10th %ile Green (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 |
| 10th %ile Term Code | Skip | Skip | Skip | Skip | Skip | | Skip |
| Queue Length 50th (ft) | 13 | 16 | 74 | 5 | 14 | | |
| Queue Length 95th (ft) | 34 | 40 | 144 | 24 | 47 | | |
| Internal Link Dist (ft) | | 3728 | 4672 | | 2978 | | |
| 50th Up Block Time (%) | | | | | | | |
| 95th Up Block Time (%) | | | | | | | |
| Turn Bay Length (ft) | 100 | | | 50 | | | |
| 50th Bay Block Time % | | | 30% | | | | |
| 95th Bay Block Time % | | | 43% | | | | |
| Queuing Penalty (veh) | | | 27 | | | | |

Intersection Summary

| | |
|------------------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 92 |
| Actuated Cycle Length: | 44.5 |
| Natural Cycle: | 90 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.52 |
| Intersection Signal Delay: | 8.5 |
| Intersection LOS: | A |
| Intersection Capacity Utilization: | 47.7% |
| ICU Level of Service: | A |
| 90th %ile Actuated Cycle: | 60.7 |
| 70th %ile Actuated Cycle: | 51.2 |
| 50th %ile Actuated Cycle: | 47.8 |
| 30th %ile Actuated Cycle: | 45.1 |
| 10th %ile Actuated Cycle: | 17.9 |

Splits and Phases: 1: Canal St & Howe Avenue



Canal at Howe Ave Existing PM Peak



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | ø9 |
|-------------------------|--------|------|-------|-------|-------|------|------|
| Lane Configurations | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Storage Length (ft) | 100 | | | 50 | 0 | 0 | |
| Storage Lanes | 1 | | | 1 | 1 | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Fr _t | | | | 0.850 | 0.904 | | |
| Fit Protected | 0.950 | | | | 0.986 | | |
| Satd. Flow (prot) | 1770 | 1863 | 1863 | 1583 | 1660 | 0 | |
| Fit Permitted | 0.950 | | | | 0.986 | | |
| Satd. Flow (perm) | 1770 | 1863 | 1863 | 1583 | 1660 | 0 | |
| Right Turn on Red | | | | Yes | | Yes | |
| Satd. Flow (RTOR) | | | | 30 | 111 | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Link Speed (mph) | | 30 | 30 | | 30 | | |
| Link Distance (ft) | | 3808 | 4752 | | 3058 | | |
| Travel Time (s) | | 86.5 | 108.0 | | 69.5 | | |
| Volume (vph) | 112 | 301 | 302 | 68 | 72 | 175 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.80 | 0.80 | 0.91 | 0.91 | |
| Adj. Flow (vph) | 130 | 350 | 378 | 85 | 79 | 192 | |
| Lane Group Flow (vph) | 130 | 350 | 378 | 85 | 271 | 0 | |
| Turn Type | custom | | Perm | | | | |
| Protected Phases | 5 | 2 | 6 | | 4 | | 9 |
| Permitted Phases | 5 | | | 6 | | | |
| Detector Phases | 5 | 2 | 6 | 6 | 4 | | |
| Minimum Initial (s) | 8.0 | 10.0 | 10.0 | 10.0 | 10.0 | | 8.0 |
| Minimum Split (s) | 14.0 | 30.0 | 30.0 | 30.0 | 30.0 | | 13.0 |
| Total Split (s) | 20.0 | 54.0 | 34.0 | 34.0 | 35.0 | 0.0 | 21.0 |
| Total Split (%) | 18% | 49% | 31% | 31% | 32% | 0% | 19% |
| Maximum Green (s) | 16.0 | 49.0 | 28.0 | 28.0 | 30.0 | | 16.0 |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 2.0 | 2.0 | 1.0 | | 2.0 |
| Lead/Lag | Lead | | Lag | Lag | | | |
| Lead-Lag Optimize? | Yes | | Yes | Yes | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 |
| Recall Mode | None | None | None | None | None | | None |
| Walk Time (s) | | 5.0 | 5.0 | 5.0 | 5.0 | | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | 11.0 | 11.0 | | |
| Pedestrian Calls (#/hr) | | 0 | 0 | 0 | 0 | | |
| Act Effect Green (s) | 11.2 | 29.5 | 19.3 | 19.3 | 14.7 | | |
| Actuated g/C Ratio | 0.22 | 0.57 | 0.37 | 0.37 | 0.29 | | |
| v/c Ratio | 0.33 | 0.33 | 0.54 | 0.14 | 0.49 | | |
| Uniform Delay, d1 | 16.2 | 4.5 | 12.3 | 6.5 | 8.5 | | |
| Delay | 23.0 | 5.5 | 15.3 | 10.0 | 12.5 | | |
| LOS | C | A | B | A | B | | |
| Approach Delay | | 10.3 | 14.3 | | 12.5 | | |

Canal at Howe Ave Existing PM Peak

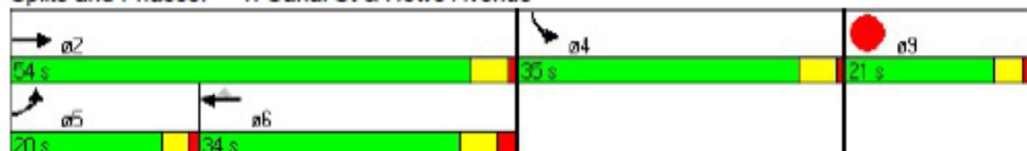


| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | ø9 |
|-------------------------|------|------|------|------|------|-----|------|
| Approach LOS | | B | B | | B | | |
| 90th %ile Green (s) | 15.2 | 48.2 | 28.0 | 28.0 | 20.3 | | 0.0 |
| 90th %ile Term Code | Gap | Hold | Max | Max | Gap | | Skip |
| 70th %ile Green (s) | 11.1 | 35.7 | 19.6 | 19.6 | 13.8 | | 0.0 |
| 70th %ile Term Code | Gap | Hold | Gap | Gap | Gap | | Skip |
| 50th %ile Green (s) | 8.9 | 28.9 | 15.0 | 15.0 | 10.2 | | 0.0 |
| 50th %ile Term Code | Gap | Hold | Gap | Gap | Gap | | Skip |
| 30th %ile Green (s) | 8.0 | 25.1 | 12.1 | 12.1 | 10.0 | | 0.0 |
| 30th %ile Term Code | Min | Hold | Gap | Gap | Min | | Skip |
| 10th %ile Green (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 |
| 10th %ile Term Code | Skip | Skip | Skip | Skip | Skip | | Skip |
| Queue Length 50th (ft) | 33 | 40 | 86 | 8 | 39 | | |
| Queue Length 95th (ft) | 101 | 105 | 189 | 35 | 134 | | |
| Internal Link Dist (ft) | | 3728 | 4672 | | 2978 | | |
| 50th Up Block Time (%) | | | | | | | |
| 95th Up Block Time (%) | | | | | | | |
| Turn Bay Length (ft) | 100 | | | 50 | | | |
| 50th Bay Block Time % | | | 34% | | | | |
| 95th Bay Block Time % | 8% | 9% | 48% | | | | |
| Queuing Penalty (veh) | 14 | 6 | 34 | | | | |

Intersection Summary

| | |
|------------------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 110 |
| Actuated Cycle Length: | 48.4 |
| Natural Cycle: | 90 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.54 |
| Intersection Signal Delay: | 12.3 |
| Intersection LOS: | B |
| Intersection Capacity Utilization: | 53.3% |
| ICU Level of Service: | A |
| 90th %ile Actuated Cycle: | 78.5 |
| 70th %ile Actuated Cycle: | 59.5 |
| 50th %ile Actuated Cycle: | 49.1 |
| 30th %ile Actuated Cycle: | 45.1 |
| 10th %ile Actuated Cycle: | 10 |

Splits and Phases: 1: Canal St & Howe Avenue

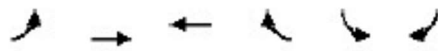


Canal at Howe Ave Existing Sat Peak



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | a9 |
|-------------------------|--------|------|--------|-------|-------|------|------|
| Lane Configurations | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Storage Length (ft) | 100 | | | 50 | 0 | 0 | |
| Storage Lanes | 1 | | | 1 | 1 | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | | | 0.850 | 0.911 | | |
| Flt Protected | 0.950 | | | | 0.983 | | |
| Satd. Flow (prot) | 1770 | 1863 | 1863 | 1583 | 1668 | 0 | |
| Flt Permitted | 0.950 | | | | 0.983 | | |
| Satd. Flow (perm) | 1770 | 1863 | 1863 | 1583 | 1668 | 0 | |
| Right Turn on Red | | | | Yes | | Yes | |
| Satd. Flow (RTOR) | | | | 44 | 93 | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Link Speed (mph) | | 30 | 30 | | 30 | | |
| Link Distance (ft) | | 3808 | 4752 | | 3058 | | |
| Travel Time (s) | | 86.5 | 108.0 | | 69.5 | | |
| Volume (vph) | 134 | 235 | 308 | 92 | 80 | 154 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.80 | 0.80 | 0.91 | 0.91 | |
| Adj. Flow (vph) | 156 | 273 | 385 | 115 | 88 | 169 | |
| Lane Group Flow (vph) | 156 | 273 | 385 | 115 | 257 | 0 | |
| Turn Type | custom | | custom | | | | |
| Protected Phases | 5 | 2 | 6 | | 4 | | 9 |
| Permitted Phases | 5 | | | 4 | | | |
| Detector Phases | 5 | 2 | 6 | 4 | 4 | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | | 5.0 |
| Minimum Split (s) | 23.0 | 30.0 | 25.0 | 30.0 | 30.0 | | 10.0 |
| Total Split (s) | 23.0 | 55.0 | 32.0 | 35.0 | 35.0 | 0.0 | 15.0 |
| Total Split (%) | 22% | 52% | 30% | 33% | 33% | 0% | 14% |
| Maximum Green (s) | 18.0 | 50.0 | 26.0 | 30.0 | 30.0 | | 10.0 |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 2.0 | 1.0 | 1.0 | | 2.0 |
| Lead/Lag | Lead | | Lag | | | | |
| Lead-Lag Optimize? | Yes | | Yes | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 |
| Recall Mode | None | None | Min | None | None | | None |
| 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 | | |
| Act Effct Green (s) | 12.9 | 40.5 | 27.4 | 13.9 | 13.9 | | |
| Actuated g/C Ratio | 0.21 | 0.70 | 0.47 | 0.23 | 0.23 | | |
| v/c Ratio | 0.42 | 0.21 | 0.44 | 0.29 | 0.57 | | |
| Uniform Delay, d1 | 22.4 | 3.6 | 11.8 | 12.7 | 14.0 | | |
| Delay | 22.0 | 5.1 | 16.5 | 13.9 | 13.8 | | |
| LOS | C | A | B | B | B | | |
| Approach Delay | | 11.2 | 15.9 | | 13.8 | | |

Canal at Howe Ave Existing Sat Peak



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | ø9 |
|-------------------------|------|-------|-------|------|------|-----|------|
| Approach LOS | | B | B | | B | | |
| 90th %ile Green (s) | 16.8 | 48.8 | 26.0 | 20.1 | 20.1 | | 0.0 |
| 90th %ile Term Code | Gap | Hold | Max | Gap | Gap | | Skip |
| 70th %ile Green (s) | 12.6 | 39.9 | 21.3 | 14.4 | 14.4 | | 0.0 |
| 70th %ile Term Code | Gap | Hold | Gap | Gap | Gap | | Skip |
| 50th %ile Green (s) | 10.0 | 32.4 | 16.4 | 10.8 | 10.8 | | 0.0 |
| 50th %ile Term Code | Min | Hold | Gap | Gap | Gap | | Skip |
| 30th %ile Green (s) | 10.0 | 29.4 | 13.4 | 10.0 | 10.0 | | 0.0 |
| 30th %ile Term Code | Min | Hold | Gap | Min | Min | | Skip |
| 10th %ile Green (s) | 0.0 | 37.5 | 36.5 | 0.0 | 0.0 | | 0.0 |
| 10th %ile Term Code | Skip | Dwell | Dwell | Skip | Skip | | Skip |
| Queue Length 50th (ft) | 43 | 31 | 97 | 18 | 45 | | |
| Queue Length 95th (ft) | 114 | 80 | 203 | 57 | 136 | | |
| Internal Link Dist (ft) | | 3728 | 4672 | | 2978 | | |
| 50th Up Block Time (%) | | | | | | | |
| 95th Up Block Time (%) | | | | | | | |
| Turn Bay Length (ft) | 100 | | | 50 | | | |
| 50th Bay Block Time % | | | 37% | | | | |
| 95th Bay Block Time % | 16% | | 51% | 15% | | | |
| Queuing Penalty (veh) | 21 | | 50 | 29 | | | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 105 |
| Actuated Cycle Length: | 57.7 |
| Natural Cycle: | 90 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.57 |
| Intersection Signal Delay: | 13.8 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 54.2% |
| ICU Level of Service | A |
| 90th %ile Actuated Cycle: | 78.9 |
| 70th %ile Actuated Cycle: | 64.3 |
| 50th %ile Actuated Cycle: | 53.2 |
| 30th %ile Actuated Cycle: | 49.4 |
| 10th %ile Actuated Cycle: | 42.5 |

Splits and Phases: 1: Canal St & Howe Avenue



Canal at Howe Ave Future No Build AM Peak



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | ø9 |
|-------------------------------|-------|------|-------|-------|-------|------|------|
| Lane Configurations | ↔ | ↔ | ↔ | ↔ | ↔ | ↔ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Storage Length (ft) | 100 | | | 50 | 0 | 0 | |
| Storage Lanes | 1 | | | 1 | 1 | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Fr _t | | | | 0.850 | 0.902 | | |
| Fl _t Protected | 0.950 | | | | 0.986 | | |
| Satd. Flow (prot) | 1770 | 1863 | 1863 | 1583 | 1657 | 0 | |
| Fl _t Permitted | 0.251 | | | | 0.986 | | |
| Satd. Flow (perm) | 468 | 1863 | 1863 | 1583 | 1657 | 0 | |
| Right Turn on Red | | | | Yes | | Yes | |
| Satd. Flow (RTOR) | | | | 37 | 156 | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Link Speed (mph) | | 30 | 30 | | 30 | | |
| Link Distance (ft) | | 3808 | 4752 | | 3058 | | |
| Travel Time (s) | | 86.5 | 108.0 | | 69.5 | | |
| Volume (vph) | 126 | 154 | 323 | 71 | 51 | 135 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.88 | 0.88 | 0.77 | 0.77 | |
| Adj. Flow (vph) | 138 | 169 | 367 | 81 | 66 | 175 | |
| Lane Group Flow (vph) | 138 | 169 | 367 | 81 | 241 | 0 | |
| Turn Type | pm+pt | | Perm | | | | |
| Protected Phases | 5 | 2 | 6 | | 4 | | 9 |
| Permitted Phases | 2 | | | 6 | | | |
| Detector Phases | 5 | 2 | 6 | 6 | 4 | | |
| Minimum Initial (s) | 8.0 | 10.0 | 10.0 | 10.0 | 10.0 | | 8.0 |
| Minimum Split (s) | 12.0 | 30.0 | 30.0 | 30.0 | 35.0 | | 13.0 |
| Total Split (s) | 13.0 | 44.0 | 31.0 | 31.0 | 35.0 | 0.0 | 13.0 |
| Total Split (%) | 14% | 48% | 34% | 34% | 38% | 0% | 14% |
| Maximum Green (s) | 9.0 | 38.0 | 25.0 | 25.0 | 29.0 | | 8.0 |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 3.0 |
| All-Red Time (s) | 1.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 |
| Lead/Lag | Lead | | Lag | | Lag | | |
| Lead-Lag Optimize? | Yes | | Yes | | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 |
| Recall Mode | None | | None | | None | | None |
| Walk Time (s) | | 5.0 | 5.0 | 5.0 | 5.0 | | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | 11.0 | 11.0 | | |
| Pedestrian Calls (#/hr) | | 0 | 0 | 0 | 0 | | |
| Act Effct Green (s) | 31.8 | 27.0 | 17.6 | 17.6 | 13.6 | | |
| Actuated g/C Ratio | 0.59 | 0.55 | 0.36 | 0.36 | 0.28 | | |
| v/c Ratio | 0.28 | 0.16 | 0.54 | 0.14 | 0.42 | | |
| Uniform Delay, d ₁ | 4.2 | 4.2 | 11.6 | 5.2 | 4.5 | | |
| Delay | 4.8 | 4.9 | 13.4 | 7.5 | 7.6 | | |
| LOS | A | A | B | A | A | | |
| Approach Delay | | 4.9 | 12.3 | | 7.6 | | |

Canal at Howe Ave Future No Build AM Peak

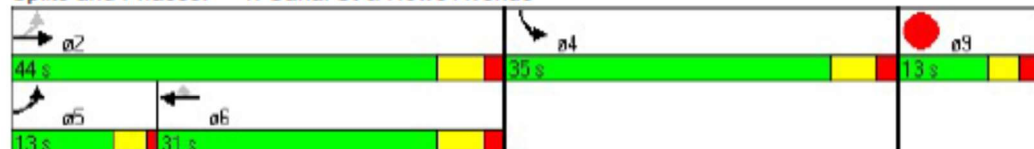


| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | ø9 |
|-------------------------|------|------|------|------|------|-----|------|
| Approach LOS | | A | B | | A | | |
| 90th %ile Green (s) | 9.0 | 37.3 | 24.3 | 24.3 | 15.1 | | 0.0 |
| 90th %ile Term Code | Max | Hold | Gap | Gap | Gap | | Skip |
| 70th %ile Green (s) | 9.0 | 30.7 | 17.7 | 17.7 | 10.6 | | 0.0 |
| 70th %ile Term Code | Max | Hold | Gap | Gap | Gap | | Skip |
| 50th %ile Green (s) | 8.6 | 27.2 | 14.6 | 14.6 | 10.0 | | 0.0 |
| 50th %ile Term Code | Gap | Hold | Gap | Gap | Min | | Skip |
| 30th %ile Green (s) | 8.0 | 23.9 | 11.9 | 11.9 | 10.0 | | 0.0 |
| 30th %ile Term Code | Min | Hold | Gap | Gap | Min | | Skip |
| 10th %ile Green (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 |
| 10th %ile Term Code | Skip | Skip | Skip | Skip | Skip | | Skip |
| Queue Length 50th (ft) | 15 | 18 | 85 | 6 | 19 | | |
| Queue Length 95th (ft) | 39 | 47 | 165 | 27 | 57 | | |
| Internal Link Dist (ft) | | 3728 | 4672 | | 2978 | | |
| 50th Up Block Time (%) | | | | | | | |
| 95th Up Block Time (%) | | | | | | | |
| Turn Bay Length (ft) | 100 | | | 50 | | | |
| 50th Bay Block Time % | | | 34% | | | | |
| 95th Bay Block Time % | | | 44% | | | | |
| Queuing Penalty (veh) | | | 32 | | | | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 92 |
| Actuated Cycle Length: | 45.5 |
| Natural Cycle: | 90 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.54 |
| Intersection Signal Delay: | 8.9 |
| Intersection Capacity Utilization | 51.5% |
| Intersection LOS: | A |
| ICU Level of Service | A |
| 90th %ile Actuated Cycle: | 64.4 |
| 70th %ile Actuated Cycle: | 53.3 |
| 50th %ile Actuated Cycle: | 49.2 |
| 30th %ile Actuated Cycle: | 45.9 |
| 10th %ile Actuated Cycle: | 14.5 |

Splits and Phases: 1: Canal St & Howe Avenue



Canal at Howe Ave Future No Build PM Peak



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | ø9 |
|-------------------------|--------|------|-------|-------|-------|------|------|
| Lane Configurations | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Storage Length (ft) | 100 | | | 50 | 0 | 0 | |
| Storage Lanes | 1 | | | 1 | 1 | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | | | 0.850 | 0.904 | | |
| Fit Protected | 0.950 | | | | 0.986 | | |
| Satd. Flow (prot) | 1770 | 1863 | 1863 | 1583 | 1660 | 0 | |
| Fit Permitted | 0.950 | | | | 0.986 | | |
| Satd. Flow (perm) | 1770 | 1863 | 1863 | 1583 | 1660 | 0 | |
| Right Turn on Red | | | | Yes | | Yes | |
| Satd. Flow (RTOR) | | | | 31 | 111 | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Link Speed (mph) | | 30 | 30 | | 30 | | |
| Link Distance (ft) | | 3808 | 4752 | | 3058 | | |
| Travel Time (s) | | 86.5 | 108.0 | | 69.5 | | |
| Volume (vph) | 123 | 331 | 332 | 75 | 79 | 192 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.80 | 0.80 | 0.91 | 0.91 | |
| Adj. Flow (vph) | 143 | 385 | 415 | 94 | 87 | 211 | |
| Lane Group Flow (vph) | 143 | 385 | 415 | 94 | 298 | 0 | |
| Turn Type | custom | | Perm | | | | |
| Protected Phases | 5 | 2 | 6 | | 4 | | 9 |
| Permitted Phases | 5 | | | 6 | | | |
| Detector Phases | 5 | 2 | 6 | 6 | 4 | | |
| Minimum Initial (s) | 8.0 | 10.0 | 10.0 | 10.0 | 10.0 | | 8.0 |
| Minimum Split (s) | 14.0 | 30.0 | 30.0 | 30.0 | 30.0 | | 13.0 |
| Total Split (s) | 20.0 | 54.0 | 34.0 | 34.0 | 35.0 | 0.0 | 21.0 |
| Total Split (%) | 18% | 49% | 31% | 31% | 32% | 0% | 19% |
| Maximum Green (s) | 16.0 | 49.0 | 28.0 | 28.0 | 30.0 | | 16.0 |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 2.0 | 2.0 | 1.0 | | 2.0 |
| Lead/Lag | Lead | | Lag | Lag | | | |
| Lead-Lag Optimize? | Yes | | Yes | Yes | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 |
| Recall Mode | None | None | None | None | None | | None |
| Walk Time (s) | | 5.0 | 5.0 | 5.0 | 5.0 | | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | 11.0 | 11.0 | | |
| Pedestrian Calls (#/hr) | | 0 | 0 | 0 | 0 | | |
| Act Effct Green (s) | 11.2 | 33.8 | 23.2 | 23.2 | 15.3 | | |
| Actuated g/C Ratio | 0.20 | 0.63 | 0.44 | 0.44 | 0.27 | | |
| v/c Ratio | 0.40 | 0.33 | 0.51 | 0.13 | 0.56 | | |
| Uniform Delay, d1 | 21.2 | 4.3 | 11.5 | 6.2 | 12.0 | | |
| Delay | 24.9 | 5.9 | 16.3 | 10.8 | 13.8 | | |
| LOS | C | A | B | B | B | | |
| Approach Delay | | 11.1 | 15.3 | | 13.8 | | |

Canal at Howe Ave Future No Build PM Peak



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | a9 |
|-------------------------|------|------|------|------|------|-----|------|
| Approach LOS | | B | B | | B | | |
| 90th %ile Green (s) | 16.0 | 49.0 | 28.0 | 28.0 | 22.4 | | 0.0 |
| 90th %ile Term Code | Max | Hold | Max | Max | Gap | | Skip |
| 70th %ile Green (s) | 12.4 | 41.7 | 24.3 | 24.3 | 16.2 | | 0.0 |
| 70th %ile Term Code | Gap | Hold | Gap | Gap | Gap | | Skip |
| 50th %ile Green (s) | 9.6 | 32.3 | 17.7 | 17.7 | 11.6 | | 0.0 |
| 50th %ile Term Code | Gap | Hold | Gap | Gap | Gap | | Skip |
| 30th %ile Green (s) | 8.0 | 26.8 | 13.8 | 13.8 | 10.0 | | 0.0 |
| 30th %ile Term Code | Min | Hold | Gap | Gap | Min | | Skip |
| 10th %ile Green (s) | 0.0 | 11.0 | 10.0 | 10.0 | 0.0 | | 0.0 |
| 10th %ile Term Code | Skip | Hold | Min | Min | Skip | | Skip |
| Queue Length 50th (ft) | 41 | 49 | 105 | 10 | 52 | | |
| Queue Length 95th (ft) | 112 | 126 | 222 | 42 | 154 | | |
| Internal Link Dist (ft) | | 3728 | 4672 | | 2978 | | |
| 50th Up Block Time (%) | | | | | | | |
| 95th Up Block Time (%) | | | | | | | |
| Turn Bay Length (ft) | 100 | | | 50 | | | |
| 50th Bay Block Time % | | | 38% | | | | |
| 95th Bay Block Time % | 15% | 14% | 51% | 1% | | | |
| Queuing Penalty (veh) | 29 | 10 | 42 | | | | |

Intersection Summary

| | |
|------------------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 110 |
| Actuated Cycle Length: | 53.3 |
| Natural Cycle: | 90 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.56 |
| Intersection Signal Delay: | 13.3 |
| Intersection LOS: | B |
| Intersection Capacity Utilization: | 57.6% |
| ICU Level of Service: | A |
| 90th %ile Actuated Cycle: | 81.4 |
| 70th %ile Actuated Cycle: | 67.9 |
| 50th %ile Actuated Cycle: | 53.9 |
| 30th %ile Actuated Cycle: | 46.8 |
| 10th %ile Actuated Cycle: | 16.7 |

Splits and Phases: 1: Canal St & Howe Avenue



Canal at Howe Ave Future No Build Sat Peak



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | ø9 |
|-------------------------|--------|------|--------|-------|-------|------|------|
| Lane Configurations | ↙ | ↑ | ↑ | ↗ | ↙ | ↘ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Storage Length (ft) | 100 | | | 50 | 0 | 0 | |
| Storage Lanes | 1 | | | 1 | 1 | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Fr _t | | | | 0.850 | 0.911 | | |
| Fit Protected | 0.950 | | | | 0.983 | | |
| Satd. Flow (prot) | 1770 | 1863 | 1863 | 1583 | 1668 | 0 | |
| Fit Permitted | 0.950 | | | | 0.983 | | |
| Satd. Flow (perm) | 1770 | 1863 | 1863 | 1583 | 1668 | 0 | |
| Right Turn on Red | | | | Yes | | Yes | |
| Satd. Flow (RTOR) | | | | 43 | 93 | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Link Speed (mph) | | 30 | 30 | | 30 | | |
| Link Distance (ft) | | 3808 | 4752 | | 3058 | | |
| Travel Time (s) | | 86.5 | 108.0 | | 69.5 | | |
| Volume (vph) | 147 | 258 | 339 | 101 | 88 | 169 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.80 | 0.80 | 0.91 | 0.91 | |
| Adj. Flow (vph) | 171 | 300 | 424 | 126 | 97 | 186 | |
| Lane Group Flow (vph) | 171 | 300 | 424 | 126 | 283 | 0 | |
| Turn Type | custom | | custom | | | | |
| Protected Phases | 5 | 2 | 6 | | 4 | | 9 |
| Permitted Phases | 5 | | | 4 | | | |
| Detector Phases | 5 | 2 | 6 | 4 | 4 | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | | 5.0 |
| Minimum Split (s) | 23.0 | 30.0 | 25.0 | 30.0 | 30.0 | | 10.0 |
| Total Split (s) | 23.0 | 55.0 | 32.0 | 35.0 | 35.0 | 0.0 | 15.0 |
| Total Split (%) | 22% | 52% | 30% | 33% | 33% | 0% | 14% |
| Maximum Green (s) | 18.0 | 50.0 | 26.0 | 30.0 | 30.0 | | 10.0 |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 2.0 | 1.0 | 1.0 | | 2.0 |
| Lead/Lag | Lead | | Lag | | | | |
| Lead-Lag Optimize? | Yes | | Yes | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 |
| Recall Mode | None | None | Min | None | None | | None |
| 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 | | |
| Act Effct Green (s) | 13.6 | 42.0 | 28.8 | 15.1 | 15.1 | | |
| Actuated g/C Ratio | 0.22 | 0.71 | 0.48 | 0.24 | 0.24 | | |
| v/c Ratio | 0.45 | 0.23 | 0.47 | 0.30 | 0.60 | | |
| Uniform Delay, d1 | 23.4 | 3.8 | 12.3 | 13.9 | 15.2 | | |
| Delay | 24.0 | 5.6 | 18.0 | 15.3 | 15.3 | | |
| LOS | C | A | B | B | B | | |
| Approach Delay | | 12.3 | 17.4 | | 15.3 | | |

Canal at Howe Ave Future No Build Sat Peak



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | ø9 |
|-------------------------|------|-------|-------|------|------|-----|------|
| Approach LOS | | B | B | | B | | |
| 90th %ile Green (s) | 18.0 | 50.0 | 26.0 | 23.1 | 23.1 | | 0.0 |
| 90th %ile Term Code | Max | Hold | Max | Gap | Gap | | Skip |
| 70th %ile Green (s) | 14.0 | 45.2 | 25.2 | 16.5 | 16.5 | | 0.0 |
| 70th %ile Term Code | Gap | Hold | Gap | Gap | Gap | | Skip |
| 50th %ile Green (s) | 10.9 | 36.4 | 19.5 | 12.2 | 12.2 | | 0.0 |
| 50th %ile Term Code | Gap | Hold | Gap | Gap | Gap | | Skip |
| 30th %ile Green (s) | 10.0 | 31.5 | 15.5 | 10.0 | 10.0 | | 0.0 |
| 30th %ile Term Code | Min | Hold | Gap | Min | Min | | Skip |
| 10th %ile Green (s) | 0.0 | 27.5 | 26.5 | 0.0 | 0.0 | | 0.0 |
| 10th %ile Term Code | Skip | Dwell | Dwell | Skip | Skip | | Skip |
| Queue Length 50th (ft) | 54 | 38 | 119 | 24 | 59 | | |
| Queue Length 95th (ft) | 128 | 98 | 245 | 63 | 155 | | |
| Internal Link Dist (ft) | | 3728 | 4672 | | 2978 | | |
| 50th Up Block Time (%) | | | | | | | |
| 95th Up Block Time (%) | | | | | | | |
| Turn Bay Length (ft) | 100 | | | 50 | | | |
| 50th Bay Block Time % | | | 41% | | | | |
| 95th Bay Block Time % | 23% | 7% | 54% | 20% | | | |
| Queuing Penalty (veh) | 34 | 5 | 60 | 42 | | | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 105 |
| Actuated Cycle Length: | 59.5 |
| Natural Cycle: | 90 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.60 |
| Intersection Signal Delay: | 15.1 |
| Intersection Capacity Utilization | 58.6% |
| 90th %ile Actuated Cycle: | 83.1 |
| 70th %ile Actuated Cycle: | 71.7 |
| 50th %ile Actuated Cycle: | 58.6 |
| 30th %ile Actuated Cycle: | 51.5 |
| 10th %ile Actuated Cycle: | 32.5 |
| Intersection LOS: | B |
| ICU Level of Service: | A |

Splits and Phases: 1: Canal St & Howe Avenue



Canal at Howe Ave Future Build AM Peak



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | ø9 |
|-------------------------|-------|------|-------|-------|-------|------|------|
| Lane Configurations | ↔ | ↔ | ↔ | ↔ | ↔ | ↔ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Storage Length (ft) | 100 | | | 50 | 0 | 0 | |
| Storage Lanes | 1 | | | 1 | 1 | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | | | 0.850 | 0.902 | | |
| Flt Protected | 0.950 | | | | 0.986 | | |
| Satd. Flow (prot) | 1770 | 1863 | 1863 | 1583 | 1657 | 0 | |
| Flt Permitted | 0.239 | | | | 0.986 | | |
| Satd. Flow (perm) | 445 | 1863 | 1863 | 1583 | 1657 | 0 | |
| Right Turn on Red | | | | Yes | | Yes | |
| Satd. Flow (RTOR) | | | | 37 | 156 | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Link Speed (mph) | | 30 | 30 | | 30 | | |
| Link Distance (ft) | | 3808 | 4752 | | 3058 | | |
| Travel Time (s) | | 86.5 | 108.0 | | 69.5 | | |
| Volume (vph) | 126 | 156 | 332 | 73 | 51 | 135 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.88 | 0.88 | 0.77 | 0.77 | |
| Adj. Flow (vph) | 138 | 171 | 377 | 83 | 66 | 175 | |
| Lane Group Flow (vph) | 138 | 171 | 377 | 83 | 241 | 0 | |
| Turn Type | pm+pt | | | Perm | | | |
| Protected Phases | 5 | 2 | 6 | | 4 | | 9 |
| Permitted Phases | 2 | | | 6 | | | |
| Detector Phases | 5 | 2 | 6 | 6 | 4 | | |
| Minimum Initial (s) | 8.0 | 10.0 | 10.0 | 10.0 | 10.0 | | 8.0 |
| Minimum Split (s) | 12.0 | 30.0 | 30.0 | 30.0 | 35.0 | | 13.0 |
| Total Split (s) | 13.0 | 44.0 | 31.0 | 31.0 | 35.0 | 0.0 | 13.0 |
| Total Split (%) | 14% | 48% | 34% | 34% | 38% | 0% | 14% |
| Maximum Green (s) | 9.0 | 38.0 | 25.0 | 25.0 | 29.0 | | 8.0 |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 3.0 |
| All-Red Time (s) | 1.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 |
| Lead/Lag | Lead | | Lag | Lag | | | |
| Lead-Lag Optimize? | Yes | | Yes | Yes | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 |
| Recall Mode | None | None | None | None | None | | None |
| Walk Time (s) | | 5.0 | 5.0 | 5.0 | 5.0 | | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | 11.0 | 11.0 | | |
| Pedestrian Calls (#/hr) | | 0 | 0 | 0 | 0 | | |
| Act Effct Green (s) | 32.1 | 27.3 | 18.0 | 18.0 | 13.7 | | |
| Actuated g/C Ratio | 0.60 | 0.56 | 0.37 | 0.37 | 0.28 | | |
| v/c Ratio | 0.29 | 0.16 | 0.55 | 0.14 | 0.42 | | |
| Uniform Delay, d1 | 4.1 | 4.1 | 11.6 | 5.3 | 4.6 | | |
| Delay | 4.8 | 4.9 | 13.3 | 7.5 | 7.8 | | |
| LOS | A | A | B | A | A | | |
| Approach Delay | | 4.8 | 12.3 | | 7.8 | | |

Canal at Howe Ave Future Build AM Peak

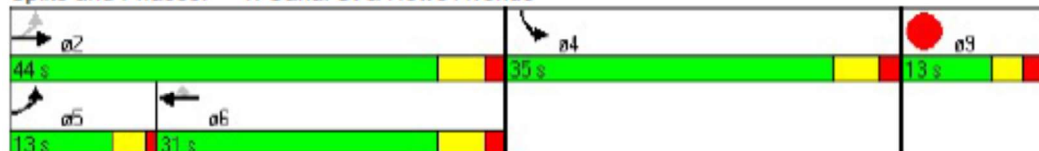


| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | ø9 |
|-------------------------|------|------|------|------|------|-----|------|
| Approach LOS | | A | B | | A | | |
| 90th %ile Green (s) | 9.0 | 38.0 | 25.0 | 25.0 | 15.0 | | 0.0 |
| 90th %ile Term Code | Max | Hold | Max | Max | Gap | | Skip |
| 70th %ile Green (s) | 9.0 | 31.1 | 18.1 | 18.1 | 10.6 | | 0.0 |
| 70th %ile Term Code | Max | Hold | Gap | Gap | Gap | | Skip |
| 50th %ile Green (s) | 8.7 | 27.7 | 15.0 | 15.0 | 10.0 | | 0.0 |
| 50th %ile Term Code | Gap | Hold | Gap | Gap | Min | | Skip |
| 30th %ile Green (s) | 8.0 | 24.1 | 12.1 | 12.1 | 10.0 | | 0.0 |
| 30th %ile Term Code | Min | Hold | Gap | Gap | Min | | Skip |
| 10th %ile Green (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 |
| 10th %ile Term Code | Skip | Skip | Skip | Skip | Skip | | Skip |
| Queue Length 50th (ft) | 15 | 18 | 88 | 7 | 20 | | |
| Queue Length 95th (ft) | 39 | 47 | 170 | 28 | 57 | | |
| Internal Link Dist (ft) | | 3728 | 4672 | | 2978 | | |
| 50th Up Block Time (%) | | | | | | | |
| 95th Up Block Time (%) | | | | | | | |
| Turn Bay Length (ft) | 100 | | | 50 | | | |
| 50th Bay Block Time % | | | 35% | | | | |
| 95th Bay Block Time % | | | 44% | | | | |
| Queuing Penalty (veh) | | | 33 | | | | |

Intersection Summary

| | |
|------------------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 92 |
| Actuated Cycle Length: | 45.7 |
| Natural Cycle: | 90 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.55 |
| Intersection Signal Delay: | 8.9 |
| Intersection LOS: | A |
| Intersection Capacity Utilization: | 52.0% |
| ICU Level of Service: | A |
| 90th %ile Actuated Cycle: | 65 |
| 70th %ile Actuated Cycle: | 53.7 |
| 50th %ile Actuated Cycle: | 49.7 |
| 30th %ile Actuated Cycle: | 46.1 |
| 10th %ile Actuated Cycle: | 14 |

Splits and Phases: 1: Canal St & Howe Avenue



Canal at Howe Ave Future Build PM Peak



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | ø9 |
|-------------------------|--------|------|-------|-------|-------|------|------|
| Lane Configurations | ↔ | ↔ | ↔ | ↔ | ↔ | ↔ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Storage Length (ft) | 100 | | | 50 | 0 | 0 | |
| Storage Lanes | 1 | | | 1 | 1 | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Friction | | | | 0.850 | 0.905 | | |
| Fit Protected | 0.950 | | | | 0.985 | | |
| Satd. Flow (prot) | 1770 | 1863 | 1863 | 1583 | 1660 | 0 | |
| Fit Permitted | 0.950 | | | | 0.985 | | |
| Satd. Flow (perm) | 1770 | 1863 | 1863 | 1583 | 1660 | 0 | |
| Right Turn on Red | | | | Yes | | Yes | |
| Satd. Flow (RTOR) | | | | 30 | 108 | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Link Speed (mph) | | 30 | 30 | | 30 | | |
| Link Distance (ft) | | 3808 | 4752 | | 3058 | | |
| Travel Time (s) | | 86.5 | 108.0 | | 69.5 | | |
| Volume (vph) | 123 | 337 | 337 | 76 | 81 | 192 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.80 | 0.80 | 0.91 | 0.91 | |
| Adj. Flow (vph) | 143 | 392 | 421 | 95 | 89 | 211 | |
| Lane Group Flow (vph) | 143 | 392 | 421 | 95 | 300 | 0 | |
| Turn Type | custom | | Perm | | | | |
| Protected Phases | 5 | 2 | 6 | | 4 | | 9 |
| Permitted Phases | 5 | | | 6 | | | |
| Detector Phases | 5 | 2 | 6 | 6 | 4 | | |
| Minimum Initial (s) | 8.0 | 10.0 | 10.0 | 10.0 | 10.0 | | 8.0 |
| Minimum Split (s) | 14.0 | 30.0 | 30.0 | 30.0 | 30.0 | | 13.0 |
| Total Split (s) | 20.0 | 54.0 | 34.0 | 34.0 | 35.0 | 0.0 | 21.0 |
| Total Split (%) | 18% | 49% | 31% | 31% | 32% | 0% | 19% |
| Maximum Green (s) | 16.0 | 49.0 | 28.0 | 28.0 | 30.0 | | 16.0 |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 2.0 | 2.0 | 1.0 | | 2.0 |
| Lead/Lag | Lead | | Lag | Lag | | | |
| Lead-Lag Optimize? | Yes | | Yes | Yes | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 |
| Recall Mode | None | None | None | None | None | | None |
| Walk Time (s) | | 5.0 | 5.0 | 5.0 | 5.0 | | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | 11.0 | 11.0 | | |
| Pedestrian Calls (#/hr) | | 0 | 0 | 0 | 0 | | |
| Act Effct Green (s) | 11.3 | 34.2 | 23.6 | 23.6 | 15.5 | | |
| Actuated g/C Ratio | 0.20 | 0.64 | 0.44 | 0.44 | 0.27 | | |
| v/c Ratio | 0.40 | 0.33 | 0.52 | 0.13 | 0.57 | | |
| Uniform Delay, d1 | 21.4 | 4.3 | 11.5 | 6.4 | 12.3 | | |
| Delay | 25.2 | 6.0 | 16.4 | 11.0 | 14.1 | | |
| LOS | C | A | B | B | B | | |
| Approach Delay | | 11.2 | 15.4 | | 14.1 | | |

Canal at Howe Ave Future Build PM Peak

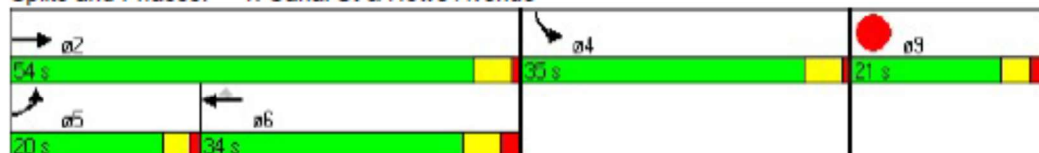


| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | a9 |
|-------------------------|------|------|------|------|------|-----|------|
| Approach LOS | | B | B | | B | | |
| 90th %ile Green (s) | 16.0 | 49.0 | 28.0 | 28.0 | 22.7 | | 0.0 |
| 90th %ile Term Code | Max | Hold | Max | Max | Gap | | Skip |
| 70th %ile Green (s) | 12.5 | 42.4 | 24.9 | 24.9 | 16.5 | | 0.0 |
| 70th %ile Term Code | Gap | Hold | Gap | Gap | Gap | | Skip |
| 50th %ile Green (s) | 9.7 | 32.8 | 18.1 | 18.1 | 11.9 | | 0.0 |
| 50th %ile Term Code | Gap | Hold | Gap | Gap | Gap | | Skip |
| 30th %ile Green (s) | 8.0 | 27.1 | 14.1 | 14.1 | 10.0 | | 0.0 |
| 30th %ile Term Code | Min | Hold | Gap | Gap | Min | | Skip |
| 10th %ile Green (s) | 0.0 | 11.0 | 10.0 | 10.0 | 0.0 | | 0.0 |
| 10th %ile Term Code | Skip | Hold | Min | Min | Skip | | Skip |
| Queue Length 50th (ft) | 42 | 51 | 108 | 11 | 54 | | |
| Queue Length 95th (ft) | 113 | 130 | 227 | 43 | 157 | | |
| Internal Link Dist (ft) | | 3728 | 4672 | | 2978 | | |
| 50th Up Block Time (%) | | | | | | | |
| 95th Up Block Time (%) | | | | | | | |
| Turn Bay Length (ft) | 100 | | | 50 | | | |
| 50th Bay Block Time % | | | 39% | | | | |
| 95th Bay Block Time % | 16% | 15% | 51% | 2% | | | |
| Queuing Penalty (veh) | 30 | 10 | 42 | | | | |

Intersection Summary

| | |
|------------------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 110 |
| Actuated Cycle Length: | 53.8 |
| Natural Cycle: | 90 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.57 |
| Intersection Signal Delay: | 13.4 |
| Intersection LOS: | B |
| Intersection Capacity Utilization: | 58.0% |
| ICU Level of Service: | A |
| 90th %ile Actuated Cycle: | 81.7 |
| 70th %ile Actuated Cycle: | 68.9 |
| 50th %ile Actuated Cycle: | 54.7 |
| 30th %ile Actuated Cycle: | 47.1 |
| 10th %ile Actuated Cycle: | 16.6 |

Splits and Phases: 1: Canal St & Howe Avenue



Canal at Howe Ave Future Build Sat Peak



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | a9 |
|-------------------------|--------|------|--------|-------|-------|------|------|
| Lane Configurations | ↘ | ↗ | ↗ | ↘ | ↘ | ↘ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Storage Length (ft) | 100 | | | 50 | 0 | 0 | |
| Storage Lanes | 1 | | | 1 | 1 | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | | | 0.850 | 0.912 | | |
| Flt Protected | 0.950 | | | | 0.983 | | |
| Satd. Flow (prot) | 1770 | 1863 | 1863 | 1583 | 1670 | 0 | |
| Flt Permitted | 0.950 | | | | 0.983 | | |
| Satd. Flow (perm) | 1770 | 1863 | 1863 | 1583 | 1670 | 0 | |
| Right Turn on Red | | | | Yes | | Yes | |
| Satd. Flow (RTOR) | | | | 43 | 91 | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Link Speed (mph) | | 30 | 30 | | 30 | | |
| Link Distance (ft) | | 3808 | 4752 | | 3058 | | |
| Travel Time (s) | | 86.5 | 108.0 | | 69.5 | | |
| Volume (vph) | 147 | 262 | 347 | 103 | 90 | 169 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.80 | 0.80 | 0.91 | 0.91 | |
| Adj. Flow (vph) | 171 | 305 | 434 | 129 | 99 | 186 | |
| Lane Group Flow (vph) | 171 | 305 | 434 | 129 | 285 | 0 | |
| Turn Type | custom | | custom | | | | |
| Protected Phases | 5 | 2 | 6 | | 4 | | 9 |
| Permitted Phases | 5 | | | 4 | | | |
| Detector Phases | 5 | 2 | 6 | 4 | 4 | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | | 5.0 |
| Minimum Split (s) | 23.0 | 30.0 | 25.0 | 30.0 | 30.0 | | 10.0 |
| Total Split (s) | 23.0 | 55.0 | 32.0 | 35.0 | 35.0 | 0.0 | 15.0 |
| Total Split (%) | 22% | 52% | 30% | 33% | 33% | 0% | 14% |
| Maximum Green (s) | 18.0 | 50.0 | 26.0 | 30.0 | 30.0 | | 10.0 |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 2.0 | 1.0 | 1.0 | | 2.0 |
| Lead/Lag | Lead | | Lag | | | | |
| Lead-Lag Optimize? | Yes | | Yes | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 |
| Recall Mode | None | None | Min | None | None | | None |
| 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 | | |
| Act Effct Green (s) | 13.7 | 42.6 | 29.5 | 15.2 | 15.2 | | |
| Actuated g/C Ratio | 0.22 | 0.71 | 0.49 | 0.24 | 0.24 | | |
| v/c Ratio | 0.45 | 0.23 | 0.48 | 0.31 | 0.60 | | |
| Uniform Delay, d1 | 23.7 | 3.8 | 12.4 | 14.3 | 15.7 | | |
| Delay | 24.5 | 5.6 | 18.1 | 15.7 | 15.7 | | |
| LOS | C | A | B | B | B | | |
| Approach Delay | | 12.4 | 17.6 | | 15.7 | | |

Canal at Howe Ave Future Build Sat Peak

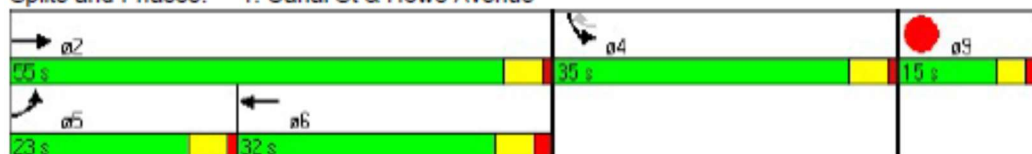


| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | ø9 |
|-------------------------|------|-------|-------|------|------|-----|------|
| Approach LOS | | B | B | | B | | |
| 90th %ile Green (s) | 18.0 | 50.0 | 26.0 | 23.3 | 23.3 | | 0.0 |
| 90th %ile Term Code | Max | Hold | Max | Gap | Gap | | Skip |
| 70th %ile Green (s) | 14.2 | 46.2 | 26.0 | 16.8 | 16.8 | | 0.0 |
| 70th %ile Term Code | Gap | Hold | Max | Gap | Gap | | Skip |
| 50th %ile Green (s) | 11.1 | 37.9 | 20.8 | 12.6 | 12.6 | | 0.0 |
| 50th %ile Term Code | Gap | Hold | Gap | Gap | Gap | | Skip |
| 30th %ile Green (s) | 10.0 | 32.3 | 16.3 | 10.0 | 10.0 | | 0.0 |
| 30th %ile Term Code | Min | Hold | Gap | Min | Min | | Skip |
| 10th %ile Green (s) | 0.0 | 26.9 | 25.9 | 0.0 | 0.0 | | 0.0 |
| 10th %ile Term Code | Skip | Dwell | Dwell | Skip | Skip | | Skip |
| Queue Length 50th (ft) | 56 | 40 | 125 | 26 | 62 | | |
| Queue Length 95th (ft) | 128 | 101 | 252 | 65 | 157 | | |
| Internal Link Dist (ft) | | 3728 | 4672 | | 2978 | | |
| 50th Up Block Time (%) | | | | | | | |
| 95th Up Block Time (%) | | | | | | | |
| Turn Bay Length (ft) | 100 | | | 50 | | | |
| 50th Bay Block Time % | | | 41% | | | | |
| 95th Bay Block Time % | 22% | 7% | 55% | 21% | | | |
| Queuing Penalty (veh) | 34 | 6 | 61 | 46 | | | |

Intersection Summary

| | |
|------------------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 105 |
| Actuated Cycle Length: | 60.2 |
| Natural Cycle: | 90 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.60 |
| Intersection Signal Delay: | 15.3 |
| Intersection LOS: | B |
| Intersection Capacity Utilization: | 59.2% |
| ICU Level of Service: | A |
| 90th %ile Actuated Cycle: | 83.3 |
| 70th %ile Actuated Cycle: | 73 |
| 50th %ile Actuated Cycle: | 60.5 |
| 30th %ile Actuated Cycle: | 52.3 |
| 10th %ile Actuated Cycle: | 31.9 |

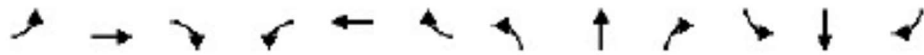
Splits and Phases: 1: Canal St & Howe Avenue



Canal at Elm Existing AM Peak

| 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 |
| Storage Length (ft) | 0 | | 0 | 0 | | 70 | 0 | | 0 | 130 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 1 | 0 | | 0 | 1 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| 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 |
| Ped Bike Factor | | | | | 1.00 | | | | | | | |
| Frt | | 0.985 | | | | 0.850 | | | | | 0.944 | |
| Flt Protected | | 0.994 | | | 0.994 | | | 0.950 | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1824 | 0 | 0 | 1852 | 1583 | 0 | 1770 | 0 | 1770 | 1758 | 0 |
| Flt Permitted | | 0.947 | | | 0.938 | | | 0.731 | | 0.755 | | |
| Satd. Flow (perm) | 0 | 1738 | 0 | 0 | 1743 | 1583 | 0 | 1362 | 0 | 1408 | 1758 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 10 | | | | 246 | | | | | 15 | |
| 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 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | 30 | | 30 |
| Link Distance (ft) | | 4681 | | | 4275 | | | 1643 | | 3107 | | |
| Travel Time (s) | | 106.4 | | | 97.2 | | | 37.3 | | 70.6 | | |
| Volume (vph) | 30 | 200 | 29 | 27 | 184 | 281 | 1 | 0 | 0 | 131 | 20 | 12 |
| Confl. Peds. (#/hr) | | | | 1 | | | | | | | | |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.91 | 0.91 | 0.91 | 0.25 | 0.25 | 0.25 | 0.81 | 0.81 | 0.81 |
| Adj. Flow (vph) | 36 | 238 | 35 | 30 | 202 | 309 | 4 | 0 | 0 | 162 | 25 | 15 |
| Lane Group Flow (vph) | 0 | 309 | 0 | 0 | 232 | 309 | 0 | 4 | 0 | 162 | 40 | 0 |
| Turn Type | Perm | | | Perm | | Free | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | Free | 2 | | | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Minimum Initial (s) | 8.0 | 8.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Minimum Split (s) | 28.0 | 28.0 | | 20.0 | 20.0 | | 26.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 32.0 | 32.0 | 0.0 | 32.0 | 32.0 | 0.0 | 29.0 | 29.0 | 0.0 | 29.0 | 29.0 | 0.0 |
| Total Split (%) | 43% | 43% | 0% | 43% | 43% | 0% | 39% | 39% | 0% | 39% | 39% | 0% |
| Maximum Green (s) | 28.0 | 28.0 | | 28.0 | 28.0 | | 25.0 | 25.0 | | 25.0 | 25.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 1.0 | 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 | 3.0 | |
| Recall Mode | None | None | | None | None | | Min | Min | | Min | Min | |
| 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) | | 10.4 | | | 10.4 | 27.1 | | 12.7 | | 12.7 | 12.7 | |
| Actuated g/C Ratio | | 0.35 | | | 0.35 | 1.00 | | 0.47 | | 0.47 | 0.47 | |
| v/c Ratio | | 0.50 | | | 0.38 | 0.20 | | 0.01 | | 0.25 | 0.05 | |
| Uniform Delay, d1 | | 8.1 | | | 8.0 | 0.0 | | 4.8 | | 5.3 | 3.0 | |
| Delay | | 7.0 | | | 6.8 | 0.0 | | 7.0 | | 7.9 | 5.6 | |

Canal at Elm Existing AM Peak



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
|-------------------------|------|------|-----|------|------|-----|-------|-------|-----|-------|-------|-----|--|
| LOS | | A | | | A | A | | A | | A | A | | |
| Approach Delay | | 7.0 | | | 2.9 | | | 7.0 | | | 7.5 | | |
| Approach LOS | | A | | | A | | | A | | | A | | |
| 90th %ile Green (s) | 15.5 | 15.5 | | 15.5 | 15.5 | | 13.2 | 13.2 | | 13.2 | 13.2 | | |
| 90th %ile Term Code | Gap | Gap | | Hold | Hold | | Hold | Hold | | Gap | Gap | | |
| 70th %ile Green (s) | 11.3 | 11.3 | | 11.3 | 11.3 | | 9.7 | 9.7 | | 9.7 | 9.7 | | |
| 70th %ile Term Code | Gap | Gap | | Hold | Hold | | Hold | Hold | | Gap | Gap | | |
| 50th %ile Green (s) | 9.3 | 9.3 | | 9.3 | 9.3 | | 8.1 | 8.1 | | 8.1 | 8.1 | | |
| 50th %ile Term Code | Gap | Gap | | Hold | Hold | | Hold | Hold | | Gap | Gap | | |
| 30th %ile Green (s) | 8.0 | 8.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | | |
| 30th %ile Term Code | Min | Min | | Min | Min | | Min | Min | | Min | Min | | |
| 10th %ile Green (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 16.3 | 16.3 | | 16.3 | 16.3 | | |
| 10th %ile Term Code | Skip | Skip | | Skip | Skip | | Dwell | Dwell | | Dwell | Dwell | | |
| Queue Length 50th (ft) | | 24 | | | 19 | 0 | | 0 | | 14 | 0 | | |
| Queue Length 95th (ft) | | 70 | | | 59 | 0 | | 1 | | 45 | 0 | | |
| Internal Link Dist (ft) | | 4601 | | | 4195 | | | 1563 | | | 3027 | | |
| 50th Up Block Time (%) | | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | 70 | | | | | 130 | | |
| 50th Bay Block Time % | | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | 13 | | | | | | | |



















Intersection Summary

| | |
|------------------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 74 |
| Actuated Cycle Length: | 27.1 |
| Natural Cycle: | 70 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.50 |
| Intersection Signal Delay: | 5.0 |
| Intersection LOS: | A |
| Intersection Capacity Utilization: | 54.5% |
| ICU Level of Service: | A |
| 90th %ile Actuated Cycle: | 36.7 |
| 70th %ile Actuated Cycle: | 29 |
| 50th %ile Actuated Cycle: | 25.4 |
| 30th %ile Actuated Cycle: | 24 |
| 10th %ile Actuated Cycle: | 20.3 |

Splits and Phases: 2: Elm St & Canal St



Canal at Elm Existing PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |
| Storage Length (ft) | 0 | | 0 | 0 | | 70 | 0 | | 0 | 130 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 1 | 0 | | 0 | 1 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| 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 |
| Ped Bike Factor | | 1.00 | | | | | | | | | | |
| Frt | | 0.997 | | | | 0.850 | | 0.932 | | | 0.877 | |
| Fit Protected | | 0.995 | | | 0.999 | | | 0.976 | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1847 | 0 | 0 | 1861 | 1583 | 0 | 1694 | 0 | 1770 | 1634 | 0 |
| Fit Permitted | | 0.943 | | | 0.989 | | | 0.949 | | 0.755 | | |
| Satd. Flow (perm) | 0 | 1750 | 0 | 0 | 1842 | 1583 | 0 | 1648 | 0 | 1406 | 1634 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 2 | | | | 193 | | 2 | | | 51 | |
| 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 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 4681 | | | 4275 | | | 1643 | | | 3107 | |
| Travel Time (s) | | 106.4 | | | 97.2 | | | 37.3 | | | 70.6 | |
| Volume (vph) | 30 | 253 | 6 | 9 | 292 | 313 | 1 | 0 | 1 | 324 | 10 | 46 |
| Confl. Peds. (#/hr) | | | 1 | | | | | | | | | |
| Confl. Bikes (#/hr) | | | 1 | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 | 0.50 | 0.50 | 0.50 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 33 | 275 | 7 | 10 | 324 | 348 | 2 | 0 | 2 | 356 | 11 | 51 |
| Lane Group Flow (vph) | 0 | 315 | 0 | 0 | 334 | 348 | 0 | 4 | 0 | 356 | 62 | 0 |
| Turn Type | Perm | | | Perm | | Free | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | Free | 2 | | | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Minimum Initial (s) | 8.0 | 8.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | | 26.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 32.0 | 32.0 | 0.0 | 32.0 | 32.0 | 0.0 | 29.0 | 29.0 | 0.0 | 29.0 | 29.0 | 0.0 |
| Total Split (%) | 43% | 43% | 0% | 43% | 43% | 0% | 39% | 39% | 0% | 39% | 39% | 0% |
| Maximum Green (s) | 28.0 | 28.0 | | 28.0 | 28.0 | | 25.0 | 25.0 | | 25.0 | 25.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 1.0 | 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 | 3.0 | |
| Recall Mode | None | None | | None | None | | Min | Min | | Min | Min | |
| 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) | | 12.1 | | | 12.1 | 33.5 | | 18.3 | | 18.3 | 18.3 | |
| Actuated g/C Ratio | | 0.34 | | | 0.34 | 1.00 | | 0.55 | | 0.55 | 0.55 | |
| v/c Ratio | | 0.53 | | | 0.54 | 0.22 | | 0.00 | | 0.46 | 0.07 | |
| Uniform Delay, d1 | | 10.8 | | | 10.9 | 0.0 | | 2.2 | | 5.9 | 0.8 | |

Canal at Elm Existing PM Peak

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
|-------------------------|------|------|-----|------|------|-----|-------|-------|-----|-------|-------|-----|--|
| Delay | | 10.7 | | | 10.8 | 0.0 | | 6.0 | | 8.6 | 3.3 | | |
| LOS | | B | | | B | A | | A | | A | A | | |
| Approach Delay | | 10.7 | | | 5.3 | | | 6.0 | | | 7.8 | | |
| Approach LOS | | B | | | A | | | A | | | A | | |
| 90th %ile Green (s) | 19.7 | 19.7 | | 19.7 | 19.7 | | 25.0 | 25.0 | | 25.0 | 25.0 | | |
| 90th %ile Term Code | Gap | Gap | | Gap | Gap | | Hold | Hold | | Max | Max | | |
| 70th %ile Green (s) | 14.2 | 14.2 | | 14.2 | 14.2 | | 18.1 | 18.1 | | 18.1 | 18.1 | | |
| 70th %ile Term Code | Hold | Hold | | Gap | Gap | | Hold | Hold | | Gap | Gap | | |
| 50th %ile Green (s) | 10.9 | 10.9 | | 10.9 | 10.9 | | 13.7 | 13.7 | | 13.7 | 13.7 | | |
| 50th %ile Term Code | Gap | Gap | | Gap | Gap | | Hold | Hold | | Gap | Gap | | |
| 30th %ile Green (s) | 8.7 | 8.7 | | 8.7 | 8.7 | | 10.7 | 10.7 | | 10.7 | 10.7 | | |
| 30th %ile Term Code | Hold | Hold | | Gap | Gap | | Hold | Hold | | Gap | Gap | | |
| 10th %ile Green (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 10.6 | 10.6 | | 10.6 | 10.6 | | |
| 10th %ile Term Code | Skip | Skip | | Skip | Skip | | Dwell | Dwell | | Dwell | Dwell | | |
| Queue Length 50th (ft) | | 41 | | | 45 | 0 | | 0 | | 43 | 0 | | |
| Queue Length 95th (ft) | | 131 | | | 137 | 0 | | 0 | | 137 | 0 | | |
| Internal Link Dist (ft) | | 4601 | | | 4195 | | | 1563 | | | 3027 | | |
| 50th Up Block Time (%) | | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | 70 | | | | | 130 | | |
| 50th Bay Block Time % | | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | 37% | | | | | 13% | | |
| Queuing Penalty (veh) | | | | | | 63 | | | | | 4 | | |

Intersection Summary

| | |
|------------------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 74 |
| Actuated Cycle Length: | 33.5 |
| Natural Cycle: | 60 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.54 |
| Intersection Signal Delay: | 7.2 |
| Intersection LOS: | A |
| Intersection Capacity Utilization: | 65.6% |
| ICU Level of Service: | B |
| 90th %ile Actuated Cycle: | 52.7 |
| 70th %ile Actuated Cycle: | 40.3 |
| 50th %ile Actuated Cycle: | 32.6 |
| 30th %ile Actuated Cycle: | 27.4 |
| 10th %ile Actuated Cycle: | 14.6 |

Splits and Phases: 2: Elm St & Canal St



Canal at Elm Existing Sat Peak



| 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 |
| Storage Length (ft) | 0 | | 0 | 0 | | 70 | 0 | | 0 | 130 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 1 | 0 | | 0 | 1 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| 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 |
| Ped Bike Factor | | 1.00 | | | | | | 1.00 | | 1.00 | | |
| Frt | | 0.987 | | | | 0.850 | | | | | 0.915 | |
| Flt Protected | | 0.992 | | | 0.997 | | | 0.950 | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1820 | 0 | 0 | 1857 | 1583 | 0 | 1770 | 0 | 1770 | 1704 | 0 |
| Flt Permitted | | 0.917 | | | 0.972 | | | 0.717 | | 0.752 | | |
| Satd. Flow (perm) | 0 | 1682 | 0 | 0 | 1811 | 1583 | 0 | 1333 | 0 | 1398 | 1704 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 8 | | | | 228 | | | | | | 35 |
| 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 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | 30 | | 30 |
| Link Distance (ft) | | 4681 | | | 4275 | | | 1643 | | 3107 | | |
| Travel Time (s) | | 106.4 | | | 97.2 | | | 37.3 | | 70.6 | | |
| Volume (vph) | 42 | 210 | 26 | 17 | 257 | 338 | 2 | 0 | 0 | 272 | 25 | 32 |
| Confl. Peds. (#/hr) | | | 1 | | | | 1 | | | 1 | | |
| Confl. Bikes (#/hr) | | | 1 | | | | | | | | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.95 | 0.95 | 0.95 | 0.25 | 0.25 | 0.25 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 48 | 239 | 30 | 18 | 271 | 356 | 8 | 0 | 0 | 296 | 27 | 35 |
| Lane Group Flow (vph) | 0 | 317 | 0 | 0 | 289 | 356 | 0 | 8 | 0 | 296 | 62 | 0 |
| Turn Type | Perm | | | Perm | | Free | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | Free | 2 | | | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Minimum Initial (s) | 8.0 | 8.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Minimum Split (s) | 28.0 | 28.0 | | 20.0 | 20.0 | | 26.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 32.0 | 32.0 | 0.0 | 32.0 | 32.0 | 0.0 | 29.0 | 29.0 | 0.0 | 29.0 | 29.0 | 0.0 |
| Total Split (%) | 43% | 43% | 0% | 43% | 43% | 0% | 39% | 39% | 0% | 39% | 39% | 0% |
| Maximum Green (s) | 28.0 | 28.0 | | 28.0 | 28.0 | | 25.0 | 25.0 | | 25.0 | 25.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 1.0 | 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 | 3.0 | |
| Recall Mode | None | None | | None | None | | Min | Min | | Min | Min | |
| 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 Efect Green (s) | | 11.7 | | | 11.7 | 31.5 | | 16.3 | | 16.3 | 16.3 | |
| Actuated g/C Ratio | | 0.35 | | | 0.35 | 1.00 | | 0.52 | | 0.52 | 0.52 | |
| v/c Ratio | | 0.54 | | | 0.46 | 0.22 | | 0.01 | | 0.41 | 0.07 | |
| Uniform Delay, d1 | | 9.7 | | | 9.6 | 0.0 | | 4.6 | | 5.8 | 2.0 | |

Canal at Elm Existing Sat Peak



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|-------|-------|-----|-------|-------|-----|
| Delay | | 9.4 | | | 9.3 | 0.0 | | 7.0 | | 8.5 | 4.5 | |
| LOS | | A | | | A | A | | A | | A | A | |
| Approach Delay | | 9.4 | | | 4.2 | | | 7.0 | | | 7.8 | |
| Approach LOS | | A | | | A | | | A | | | A | |
| 90th %ile Green (s) | 19.5 | 19.5 | | 19.5 | 19.5 | | 22.6 | 22.6 | | 22.6 | 22.6 | |
| 90th %ile Term Code | Gap | Gap | | Hold | Hold | | Hold | Hold | | Gap | Gap | |
| 70th %ile Green (s) | 13.5 | 13.5 | | 13.5 | 13.5 | | 14.6 | 14.6 | | 14.6 | 14.6 | |
| 70th %ile Term Code | Gap | Gap | | Hold | Hold | | Hold | Hold | | Gap | Gap | |
| 50th %ile Green (s) | 10.4 | 10.4 | | 10.4 | 10.4 | | 11.1 | 11.1 | | 11.1 | 11.1 | |
| 50th %ile Term Code | Gap | Gap | | Hold | Hold | | Hold | Hold | | Gap | Gap | |
| 30th %ile Green (s) | 8.4 | 8.4 | | 8.4 | 8.4 | | 8.8 | 8.8 | | 8.8 | 8.8 | |
| 30th %ile Term Code | Gap | Gap | | Hold | Hold | | Hold | Hold | | Gap | Gap | |
| 10th %ile Green (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 12.5 | 12.5 | | 12.5 | 12.5 | |
| 10th %ile Term Code | Skip | Skip | | Skip | Skip | | Dwell | Dwell | | Dwell | Dwell | |
| Queue Length 50th (ft) | | 34 | | | 31 | 0 | | 1 | | 32 | 0 | |
| Queue Length 95th (ft) | | 118 | | | 110 | 0 | | 2 | | 110 | 0 | |
| Internal Link Dist (ft) | | 4601 | | | 4195 | | | 1563 | | | 3027 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | 70 | | | | | | 130 |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | 30% | | | | | | 4% |
| Queuing Penalty (veh) | | | | | | 53 | | | | | | |



















Intersection Summary

| | |
|------------------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 74 |
| Actuated Cycle Length: | 31.5 |
| Natural Cycle: | 70 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.54 |
| Intersection Signal Delay: | 6.4 |
| Intersection LOS: | A |
| Intersection Capacity Utilization: | 65.3% |
| ICU Level of Service: | B |
| 90th %ile Actuated Cycle: | 50.1 |
| 70th %ile Actuated Cycle: | 36.1 |
| 50th %ile Actuated Cycle: | 29.5 |
| 30th %ile Actuated Cycle: | 25.2 |
| 10th %ile Actuated Cycle: | 16.5 |

Splits and Phases: 2: Elm St & Canal St



Canal at Elm Future No Build AM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |
| Storage Length (ft) | 0 | | 0 | 0 | | 70 | 0 | | 0 | 130 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 1 | 0 | | 0 | 1 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| 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 |
| Ped Bike Factor | | | | | 1.00 | | | | | | | |
| Fr _t | | 0.984 | | | | 0.850 | | | | | 0.944 | |
| Fr _t Protected | | 0.994 | | | 0.994 | | | 0.950 | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1822 | 0 | 0 | 1852 | 1583 | 0 | 1770 | 0 | 1770 | 1758 | 0 |
| Fr _t Permitted | | 0.940 | | | 0.933 | | | 0.729 | | 0.755 | | |
| Satd. Flow (perm) | 0 | 1723 | 0 | 0 | 1738 | 1583 | 0 | 1358 | 0 | 1406 | 1758 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 11 | | | | 246 | | | | | | 16 |
| 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 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 4681 | | | 4275 | | | 1643 | | | 3107 | |
| Travel Time (s) | | 106.4 | | | 97.2 | | | 37.3 | | | 70.6 | |
| Volume (vph) | 33 | 200 | 32 | 30 | 202 | 309 | 1 | 0 | 0 | 144 | 22 | 13 |
| Confl. Peds. (#/hr) | | | | 1 | | | | | | | | |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.91 | 0.91 | 0.91 | 0.25 | 0.25 | 0.25 | 0.81 | 0.81 | 0.81 |
| Adj. Flow (vph) | 39 | 238 | 38 | 33 | 222 | 340 | 4 | 0 | 0 | 178 | 27 | 16 |
| Lane Group Flow (vph) | 0 | 315 | 0 | 0 | 255 | 340 | 0 | 4 | 0 | 178 | 43 | 0 |
| Turn Type | Perm | | | Perm | | Free | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | Free | 2 | | | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Minimum Initial (s) | 8.0 | 8.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Minimum Split (s) | 28.0 | 28.0 | | 20.0 | 20.0 | | 26.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 32.0 | 32.0 | 0.0 | 32.0 | 32.0 | 0.0 | 29.0 | 29.0 | 0.0 | 29.0 | 29.0 | 0.0 |
| Total Split (%) | 43% | 43% | 0% | 43% | 43% | 0% | 39% | 39% | 0% | 39% | 39% | 0% |
| Maximum Green (s) | 28.0 | 28.0 | | 28.0 | 28.0 | | 25.0 | 25.0 | | 25.0 | 25.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 1.0 | 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 | 3.0 | |
| Recall Mode | None | None | | None | None | | Min | Min | | Min | Min | |
| 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) | | 10.6 | | | 10.6 | 27.4 | | 12.9 | | 12.9 | 12.9 | |
| Actuated g/C Ratio | | 0.36 | | | 0.36 | 1.00 | | 0.47 | | 0.47 | 0.47 | |
| v/c Ratio | | 0.51 | | | 0.41 | 0.21 | | 0.01 | | 0.27 | 0.05 | |
| Uniform Delay, d ₁ | | 8.1 | | | 8.1 | 0.0 | | 4.8 | | 5.4 | 3.0 | |
| Delay | | 7.2 | | | 7.1 | 0.0 | | 7.0 | | 8.1 | 5.7 | |

Canal at Elm Future No Build AM Peak



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|-------|-------|-----|-------|-------|-----|
| LOS | | A | | | A | A | | A | | A | A | |
| Approach Delay | | 7.2 | | | 3.0 | | | 7.0 | | | 7.6 | |
| Approach LOS | | A | | | A | | | A | | | A | |
| 90th %ile Green (s) | 16.3 | 16.3 | | 16.3 | 16.3 | | 14.1 | 14.1 | | 14.1 | 14.1 | |
| 90th %ile Term Code | Gap | Gap | | Hold | Hold | | Hold | Hold | | Gap | Gap | |
| 70th %ile Green (s) | 11.7 | 11.7 | | 11.7 | 11.7 | | 10.2 | 10.2 | | 10.2 | 10.2 | |
| 70th %ile Term Code | Gap | Gap | | Hold | Hold | | Hold | Hold | | Gap | Gap | |
| 50th %ile Green (s) | 9.6 | 9.6 | | 9.6 | 9.6 | | 8.4 | 8.4 | | 8.4 | 8.4 | |
| 50th %ile Term Code | Gap | Gap | | Hold | Hold | | Hold | Hold | | Gap | Gap | |
| 30th %ile Green (s) | 8.1 | 8.1 | | 8.1 | 8.1 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| 30th %ile Term Code | Gap | Gap | | Hold | Hold | | Min | Min | | Min | Min | |
| 10th %ile Green (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 14.4 | 14.4 | | 14.4 | 14.4 | |
| 10th %ile Term Code | Skip | Skip | | Skip | Skip | | Dwell | Dwell | | Dwell | Dwell | |
| Queue Length 50th (ft) | | 26 | | | 22 | 0 | | 0 | | 17 | 0 | |
| Queue Length 95th (ft) | | 76 | | | 69 | 0 | | 1 | | 51 | 0 | |
| Internal Link Dist (ft) | | 4601 | | | 4195 | | | 1563 | | | 3027 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | 70 | | | | | | 130 |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |



















Intersection Summary

| | |
|------------------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 74 |
| Actuated Cycle Length: | 27.4 |
| Natural Cycle: | 70 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.51 |
| Intersection Signal Delay: | 5.1 |
| Intersection LOS: | A |
| Intersection Capacity Utilization: | 57.0% |
| ICU Level of Service: | A |
| 90th %ile Actuated Cycle: | 38.4 |
| 70th %ile Actuated Cycle: | 29.9 |
| 50th %ile Actuated Cycle: | 26 |
| 30th %ile Actuated Cycle: | 24.1 |
| 10th %ile Actuated Cycle: | 18.4 |

Splits and Phases: 2: Elm St & Canal St



Canal at Elm Future No Build PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |
| Storage Length (ft) | 0 | | 0 | 0 | | 70 | 0 | | 0 | 130 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 1 | 0 | | 0 | 1 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| 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 |
| Ped Bike Factor | | 1.00 | | | | | | | | | | |
| Frnt | | 0.997 | | | | 0.850 | | 0.932 | | | 0.876 | |
| Fit Protected | | 0.995 | | | 0.999 | | | 0.976 | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1847 | 0 | 0 | 1861 | 1583 | 0 | 1694 | 0 | 1770 | 1632 | 0 |
| Fit Permitted | | 0.938 | | | 0.988 | | | 0.948 | | 0.755 | | |
| Satd. Flow (perm) | 0 | 1741 | 0 | 0 | 1840 | 1583 | 0 | 1646 | 0 | 1406 | 1632 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 2 | | | | 192 | | 2 | | | 56 | |
| 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 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 4681 | | | 4275 | | | 1643 | | | 3107 | |
| Travel Time (s) | | 106.4 | | | 97.2 | | | 37.3 | | | 70.6 | |
| Volume (vph) | 33 | 278 | 7 | 10 | 321 | 344 | 1 | 0 | 1 | 356 | 11 | 51 |
| Confl. Peds. (#/hr) | | | 1 | | | | | | | | | |
| Confl. Bikes (#/hr) | | | 1 | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 | 0.50 | 0.50 | 0.50 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 36 | 302 | 8 | 11 | 357 | 382 | 2 | 0 | 2 | 391 | 12 | 56 |
| Lane Group Flow (vph) | 0 | 346 | 0 | 0 | 368 | 382 | 0 | 4 | 0 | 391 | 68 | 0 |
| Turn Type | Perm | | | Perm | | Free | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | Free | 2 | | | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Minimum Initial (s) | 8.0 | 8.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | | 26.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 32.0 | 32.0 | 0.0 | 32.0 | 32.0 | 0.0 | 29.0 | 29.0 | 0.0 | 29.0 | 29.0 | 0.0 |
| Total Split (%) | 43% | 43% | 0% | 43% | 43% | 0% | 39% | 39% | 0% | 39% | 39% | 0% |
| Maximum Green (s) | 28.0 | 28.0 | | 28.0 | 28.0 | | 25.0 | 25.0 | | 25.0 | 25.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 1.0 | 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 | 3.0 | |
| Recall Mode | None | None | | None | None | | Min | Min | | Min | Min | |
| 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 Effect Green (s) | | 13.2 | | | 13.2 | 38.4 | | 16.6 | | 16.6 | 16.6 | |
| Actuated g/C Ratio | | 0.34 | | | 0.34 | 1.00 | | 0.43 | | 0.43 | 0.43 | |
| v/c Ratio | | 0.58 | | | 0.58 | 0.24 | | 0.01 | | 0.64 | 0.09 | |
| Uniform Delay, d1 | | 9.9 | | | 10.0 | 0.0 | | 3.0 | | 8.2 | 1.1 | |

Canal at Elm Future No Build PM Peak



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
|-------------------------|------|------|-----|------|------|-----|------|------|-----|------|------|-----|--|
| Delay | | 11.5 | | | 11.6 | 0.0 | | 6.5 | | 9.8 | 3.5 | | |
| LOS | | B | | | B | A | | A | | A | A | | |
| Approach Delay | | 11.5 | | | 5.7 | | | 6.5 | | | 8.8 | | |
| Approach LOS | | B | | | A | | | A | | | A | | |
| 90th %ile Green (s) | 21.4 | 21.4 | | 21.4 | 21.4 | | 25.0 | 25.0 | | 25.0 | 25.0 | | |
| 90th %ile Term Code | Gap | Gap | | Hold | Hold | | Hold | Hold | | Max | Max | | |
| 70th %ile Green (s) | 16.1 | 16.1 | | 16.1 | 16.1 | | 21.4 | 21.4 | | 21.4 | 21.4 | | |
| 70th %ile Term Code | Hold | Hold | | Gap | Gap | | Hold | Hold | | Gap | Gap | | |
| 50th %ile Green (s) | 12.3 | 12.3 | | 12.3 | 12.3 | | 16.3 | 16.3 | | 16.3 | 16.3 | | |
| 50th %ile Term Code | Hold | Hold | | Gap | Gap | | Hold | Hold | | Gap | Gap | | |
| 30th %ile Green (s) | 9.5 | 9.5 | | 9.5 | 9.5 | | 12.6 | 12.6 | | 12.6 | 12.6 | | |
| 30th %ile Term Code | Hold | Hold | | Gap | Gap | | Hold | Hold | | Gap | Gap | | |
| 10th %ile Green (s) | 8.0 | 8.0 | | 8.0 | 8.0 | | 9.3 | 9.3 | | 9.3 | 9.3 | | |
| 10th %ile Term Code | Hold | Hold | | Min | Min | | Hold | Hold | | Gap | Gap | | |
| Queue Length 50th (ft) | | 54 | | | 58 | 0 | | 0 | | 54 | 0 | | |
| Queue Length 95th (ft) | | 145 | | | 152 | 0 | | 0 | | 165 | 0 | | |
| Internal Link Dist (ft) | | 4601 | | | 4195 | | | 1563 | | | 3027 | | |
| 50th Up Block Time (%) | | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | 70 | | | | | 130 | | |
| 50th Bay Block Time % | | | | | | 6% | | | | | | | |
| 95th Bay Block Time % | | | | | | 38% | | | | | 20% | | |
| Queuing Penalty (veh) | | | | | | 72 | | | | | 7 | | |




















Intersection Summary

| | |
|------------------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 74 |
| Actuated Cycle Length: | 38.4 |
| Natural Cycle: | 60 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.64 |
| Intersection Signal Delay: | 7.9 |
| Intersection LOS: | A |
| Intersection Capacity Utilization: | 75.7% |
| ICU Level of Service: | C |
| 90th %ile Actuated Cycle: | 54.4 |
| 70th %ile Actuated Cycle: | 45.5 |
| 50th %ile Actuated Cycle: | 36.6 |
| 30th %ile Actuated Cycle: | 30.1 |
| 10th %ile Actuated Cycle: | 25.3 |

Splits and Phases: 2: Elm St & Canal St



Canal at Elm Future No Build Sat Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |
| Storage Length (ft) | 0 | | 0 | 0 | | 70 | 0 | | 0 | 130 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 1 | 0 | | 0 | 1 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| 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 |
| Ped Bike Factor | | 1.00 | | | | | | 1.00 | | 1.00 | | |
| Frt | | 0.988 | | | | 0.850 | | | | | 0.915 | |
| Flt Protected | | 0.993 | | | 0.997 | | | 0.950 | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1824 | 0 | 0 | 1857 | 1583 | 0 | 1770 | 0 | 1770 | 1704 | 0 |
| Flt Permitted | | 0.914 | | | 0.969 | | | 0.713 | | 0.752 | | |
| Satd. Flow (perm) | 0 | 1679 | 0 | 0 | 1805 | 1583 | 0 | 1325 | 0 | 1398 | 1704 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 8 | | | | 228 | | | | | 38 | |
| 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 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | 30 | | 30 |
| Link Distance (ft) | | 4681 | | | 4275 | | | 1643 | | 3107 | | |
| Travel Time (s) | | 106.4 | | | 97.2 | | | 37.3 | | 70.6 | | |
| Volume (vph) | 46 | 241 | 29 | 19 | 283 | 372 | 2 | 0 | 0 | 299 | 27 | 35 |
| Confl. Peds. (#/hr) | | | 1 | | | | 1 | | | 1 | | |
| Confl. Bikes (#/hr) | | | 1 | | | | | | | | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.95 | 0.95 | 0.95 | 0.25 | 0.25 | 0.25 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 52 | 274 | 33 | 20 | 298 | 392 | 8 | 0 | 0 | 325 | 29 | 38 |
| Lane Group Flow (vph) | 0 | 359 | 0 | 0 | 318 | 392 | 0 | 8 | 0 | 325 | 67 | 0 |
| Turn Type | Perm | | | Perm | | Free | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | Free | 2 | | | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Minimum Initial (s) | 8.0 | 8.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Minimum Split (s) | 28.0 | 28.0 | | 20.0 | 20.0 | | 26.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 32.0 | 32.0 | 0.0 | 32.0 | 32.0 | 0.0 | 29.0 | 29.0 | 0.0 | 29.0 | 29.0 | 0.0 |
| Total Split (%) | 43% | 43% | 0% | 43% | 43% | 0% | 39% | 39% | 0% | 39% | 39% | 0% |
| Maximum Green (s) | 28.0 | 28.0 | | 28.0 | 28.0 | | 25.0 | 25.0 | | 25.0 | 25.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 1.0 | 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 | 3.0 | |
| Recall Mode | None | None | | None | None | | Min | Min | | Min | Min | |
| 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) | | 13.1 | | | 13.1 | 33.8 | | 17.7 | | 17.7 | 17.7 | |
| Actuated g/C Ratio | | 0.36 | | | 0.36 | 1.00 | | 0.52 | | 0.52 | 0.52 | |
| v/c Ratio | | 0.59 | | | 0.49 | 0.25 | | 0.01 | | 0.44 | 0.07 | |
| Uniform Delay, d1 | | 10.3 | | | 10.1 | 0.0 | | 4.9 | | 6.3 | 2.1 | |

Canal at Elm Future No Build Sat Peak

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|-------|-------|-----|-------|-------|-----|
| Delay | | 10.2 | | | 9.9 | 0.0 | | 8.0 | | 9.4 | 4.8 | |
| LOS | | B | | | A | A | | A | | A | A | |
| Approach Delay | | 10.2 | | | 4.4 | | | 8.0 | | | 8.6 | |
| Approach LOS | | B | | | A | | | A | | | A | |
| 90th %ile Green (s) | 22.7 | 22.7 | | 22.7 | 22.7 | | 25.0 | 25.0 | | 25.0 | 25.0 | |
| 90th %ile Term Code | Gap | Gap | | Hold | Hold | | Hold | Hold | | Max | Max | |
| 70th %ile Green (s) | 15.6 | 15.6 | | 15.6 | 15.6 | | 16.8 | 16.8 | | 16.8 | 16.8 | |
| 70th %ile Term Code | Gap | Gap | | Hold | Hold | | Hold | Hold | | Gap | Gap | |
| 50th %ile Green (s) | 11.7 | 11.7 | | 11.7 | 11.7 | | 12.5 | 12.5 | | 12.5 | 12.5 | |
| 50th %ile Term Code | Gap | Gap | | Hold | Hold | | Hold | Hold | | Gap | Gap | |
| 30th %ile Green (s) | 9.2 | 9.2 | | 9.2 | 9.2 | | 9.7 | 9.7 | | 9.7 | 9.7 | |
| 30th %ile Term Code | Gap | Gap | | Hold | Hold | | Hold | Hold | | Gap | Gap | |
| 10th %ile Green (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 9.7 | 9.7 | | 9.7 | 9.7 | |
| 10th %ile Term Code | Skip | Skip | | Skip | Skip | | Dwell | Dwell | | Dwell | Dwell | |
| Queue Length 50th (ft) | | 44 | | | 39 | 0 | | 1 | | 40 | 0 | |
| Queue Length 95th (ft) | | 145 | | | 129 | 0 | | 2 | | 136 | 0 | |
| Internal Link Dist (ft) | | 4601 | | | 4195 | | | 1563 | | | 3027 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | 70 | | | | | | 130 |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | 33% | | | | | | 13% |
| Queuing Penalty (veh) | | | | | | 64 | | | | | | 4 |

Intersection Summary

| | |
|------------------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 74 |
| Actuated Cycle Length: | 33.8 |
| Natural Cycle: | 70 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.59 |
| Intersection Signal Delay: | 7.0 |
| Intersection LOS: | A |
| Intersection Capacity Utilization: | 70.8% |
| ICU Level of Service: | C |
| 90th %ile Actuated Cycle: | 55.7 |
| 70th %ile Actuated Cycle: | 40.4 |
| 50th %ile Actuated Cycle: | 32.2 |
| 30th %ile Actuated Cycle: | 26.9 |
| 10th %ile Actuated Cycle: | 13.7 |

Splits and Phases: 2: Elm St & Canal St



Canal at Elm Future Build AM Peak



| 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 |
| Storage Length (ft) | 0 | | 0 | 0 | | 70 | 0 | | 0 | 130 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 1 | 0 | | 0 | 1 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| 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 |
| Ped Bike Factor | | | | | 1.00 | | | | | | | |
| Fr _t | | 0.984 | | | | 0.850 | | | | | 0.944 | |
| Fit Protected | | 0.994 | | | 0.994 | | | 0.950 | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1822 | 0 | 0 | 1852 | 1583 | 0 | 1770 | 0 | 1770 | 1758 | 0 |
| Fit Permitted | | 0.940 | | | 0.933 | | | 0.729 | | 0.755 | | |
| Satd. Flow (perm) | 0 | 1723 | 0 | 0 | 1738 | 1583 | 0 | 1358 | 0 | 1406 | 1758 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 11 | | | | 249 | | | | | 16 | |
| 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 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 4681 | | | 4275 | | | 1643 | | | 3107 | |
| Travel Time (s) | | 106.4 | | | 97.2 | | | 37.3 | | | 70.6 | |
| Volume (vph) | 33 | 200 | 32 | 30 | 202 | 312 | 1 | 0 | 0 | 149 | 22 | 13 |
| Confl. Peds. (#/hr) | | | | 1 | | | | | | | | |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.91 | 0.91 | 0.91 | 0.25 | 0.25 | 0.25 | 0.81 | 0.81 | 0.81 |
| Adj. Flow (vph) | 39 | 238 | 38 | 33 | 222 | 343 | 4 | 0 | 0 | 184 | 27 | 16 |
| Lane Group Flow (vph) | 0 | 315 | 0 | 0 | 255 | 343 | 0 | 4 | 0 | 184 | 43 | 0 |
| Turn Type | Perm | | | Perm | | Free | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | Free | 2 | | | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Minimum Initial (s) | 8.0 | 8.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Minimum Split (s) | 28.0 | 28.0 | | 20.0 | 20.0 | | 26.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 32.0 | 32.0 | 0.0 | 32.0 | 32.0 | 0.0 | 29.0 | 29.0 | 0.0 | 29.0 | 29.0 | 0.0 |
| Total Split (%) | 43% | 43% | 0% | 43% | 43% | 0% | 39% | 39% | 0% | 39% | 39% | 0% |
| Maximum Green (s) | 28.0 | 28.0 | | 28.0 | 28.0 | | 25.0 | 25.0 | | 25.0 | 25.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 1.0 | 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 | 3.0 | |
| Recall Mode | None | None | | None | None | | Min | Min | | Min | Min | |
| 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 Effect Green (s) | | 10.6 | | | 10.6 | 27.5 | | 13.1 | | 13.1 | 13.1 | |
| Actuated g/C Ratio | | 0.35 | | | 0.35 | 1.00 | | 0.48 | | 0.48 | 0.48 | |
| v/c Ratio | | 0.51 | | | 0.41 | 0.22 | | 0.01 | | 0.28 | 0.05 | |
| Uniform Delay, d1 | | 8.2 | | | 8.2 | 0.0 | | 4.8 | | 5.4 | 3.0 | |
| Delay | | 7.3 | | | 7.2 | 0.0 | | 7.0 | | 8.1 | 5.7 | |

Canal at Elm Future Build AM Peak



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
|-------------------------|------|------|-----|------|------|-----|-------|-------|-----|-------|-------|-----|--|
| LOS | | A | | | A | A | | A | | A | A | | |
| Approach Delay | | 7.3 | | | 3.1 | | | 7.0 | | | 7.6 | | |
| Approach LOS | | A | | | A | | | A | | | A | | |
| 90th %ile Green (s) | 16.4 | 16.4 | | 16.4 | 16.4 | | 14.5 | 14.5 | | 14.5 | 14.5 | | |
| 90th %ile Term Code | Gap | Gap | | Hold | Hold | | Hold | Hold | | Gap | Gap | | |
| 70th %ile Green (s) | 11.7 | 11.7 | | 11.7 | 11.7 | | 10.4 | 10.4 | | 10.4 | 10.4 | | |
| 70th %ile Term Code | Gap | Gap | | Hold | Hold | | Hold | Hold | | Gap | Gap | | |
| 50th %ile Green (s) | 9.6 | 9.6 | | 9.6 | 9.6 | | 8.5 | 8.5 | | 8.5 | 8.5 | | |
| 50th %ile Term Code | Gap | Gap | | Hold | Hold | | Hold | Hold | | Gap | Gap | | |
| 30th %ile Green (s) | 8.1 | 8.1 | | 8.1 | 8.1 | | 8.0 | 8.0 | | 8.0 | 8.0 | | |
| 30th %ile Term Code | Gap | Gap | | Hold | Hold | | Min | Min | | Min | Min | | |
| 10th %ile Green (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 14.4 | 14.4 | | 14.4 | 14.4 | | |
| 10th %ile Term Code | Skip | Skip | | Skip | Skip | | Dwell | Dwell | | Dwell | Dwell | | |
| Queue Length 50th (ft) | | 26 | | | 22 | 0 | | 0 | | 17 | 0 | | |
| Queue Length 95th (ft) | | 78 | | | 70 | 0 | | 1 | | 53 | 0 | | |
| Internal Link Dist (ft) | | 4601 | | | 4195 | | | 1563 | | | 3027 | | |
| 50th Up Block Time (%) | | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | 70 | | | | 130 | | |
| 50th Bay Block Time % | | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | 27 | | | | | | |

Intersection Summary

Area Type: Other

Cycle Length: 74

Actuated Cycle Length: 27.5

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 5.1

Intersection LOS: A

Intersection Capacity Utilization 57.4%

ICU Level of Service A

90th %ile Actuated Cycle: 38.9

70th %ile Actuated Cycle: 30.1

50th %ile Actuated Cycle: 26.1




















30th %ile Actuated Cycle: 24.1

10th %ile Actuated Cycle: 18.4

Splits and Phases: 2: Elm St & Canal St



Canal at Elm Future Build PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |
| Storage Length (ft) | 0 | | 0 | 0 | | 70 | 0 | | 0 | 130 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 1 | 0 | | 0 | 1 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| 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 |
| Ped Bike Factor | | 1.00 | | | | | | | | | | |
| Frnt | | 0.997 | | | | 0.850 | | 0.932 | | | 0.876 | |
| Flt Protected | | 0.995 | | | 0.999 | | | 0.976 | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1847 | 0 | 0 | 1861 | 1583 | 0 | 1694 | 0 | 1770 | 1632 | 0 |
| Flt Permitted | | 0.936 | | | 0.988 | | | 0.948 | | 0.755 | | |
| Satd. Flow (perm) | 0 | 1737 | 0 | 0 | 1840 | 1583 | 0 | 1646 | 0 | 1406 | 1632 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 2 | | | | 196 | | 2 | | | 57 | |
| 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 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 4681 | | | 4275 | | | 1643 | | | 3107 | |
| Travel Time (s) | | 106.4 | | | 97.2 | | | 37.3 | | | 70.6 | |
| Volume (vph) | 34 | 278 | 7 | 10 | 321 | 351 | 1 | 0 | 1 | 360 | 11 | 52 |
| Confl. Peds. (#/hr) | | | 1 | | | | | | | | | |
| Confl. Bikes (#/hr) | | | 1 | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 | 0.50 | 0.50 | 0.50 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 37 | 302 | 8 | 11 | 357 | 390 | 2 | 0 | 2 | 396 | 12 | 57 |
| Lane Group Flow (vph) | 0 | 347 | 0 | 0 | 368 | 390 | 0 | 4 | 0 | 396 | 69 | 0 |
| Turn Type | Perm | | | Perm | | Free | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | Free | 2 | | | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Minimum Initial (s) | 8.0 | 8.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | | 26.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 32.0 | 32.0 | 0.0 | 32.0 | 32.0 | 0.0 | 29.0 | 29.0 | 0.0 | 29.0 | 29.0 | 0.0 |
| Total Split (%) | 43% | 43% | 0% | 43% | 43% | 0% | 39% | 39% | 0% | 39% | 39% | 0% |
| Maximum Green (s) | 28.0 | 28.0 | | 28.0 | 28.0 | | 25.0 | 25.0 | | 25.0 | 25.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 1.0 | 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 | 3.0 | |
| Recall Mode | None | None | | None | None | | Min | Min | | Min | Min | |
| 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) | | 13.2 | | | 13.2 | 38.8 | | 17.0 | | 17.0 | 17.0 | |
| Actuated g/C Ratio | | 0.34 | | | 0.34 | 1.00 | | 0.44 | | 0.44 | 0.44 | |
| v/c Ratio | | 0.59 | | | 0.59 | 0.25 | | 0.01 | | 0.64 | 0.09 | |
| Uniform Delay, d1 | | 10.1 | | | 10.2 | 0.0 | | 3.0 | | 8.2 | 1.0 | |

Canal at Elm Future Build PM Peak



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|-----|------|------|-----|
| Delay | | 11.7 | | | 11.7 | 0.0 | | 6.5 | | 9.8 | 3.4 | |
| LOS | | B | | | B | A | | A | | A | A | |
| Approach Delay | | 11.7 | | | 5.7 | | | 6.5 | | | 8.9 | |
| Approach LOS | | B | | | A | | | A | | | A | |
| 90th %ile Green (s) | 21.5 | 21.5 | | 21.5 | 21.5 | | 25.0 | 25.0 | | 25.0 | 25.0 | |
| 90th %ile Term Code | Gap | Gap | | Hold | Hold | | Hold | Hold | | Max | Max | |
| 70th %ile Green (s) | 16.2 | 16.2 | | 16.2 | 16.2 | | 21.9 | 21.9 | | 21.9 | 21.9 | |
| 70th %ile Term Code | Gap | Gap | | Gap | Gap | | Hold | Hold | | Gap | Gap | |
| 50th %ile Green (s) | 12.4 | 12.4 | | 12.4 | 12.4 | | 16.9 | 16.9 | | 16.9 | 16.9 | |
| 50th %ile Term Code | Gap | Gap | | Gap | Gap | | Hold | Hold | | Gap | Gap | |
| 30th %ile Green (s) | 9.6 | 9.6 | | 9.6 | 9.6 | | 13.0 | 13.0 | | 13.0 | 13.0 | |
| 30th %ile Term Code | Hold | Hold | | Gap | Gap | | Hold | Hold | | Gap | Gap | |
| 10th %ile Green (s) | 8.0 | 8.0 | | 8.0 | 8.0 | | 9.6 | 9.6 | | 9.6 | 9.6 | |
| 10th %ile Term Code | Hold | Hold | | Min | Min | | Hold | Hold | | Gap | Gap | |
| Queue Length 50th (ft) | | 56 | | | 60 | 0 | | 0 | | 55 | 0 | |
| Queue Length 95th (ft) | | 145 | | | 152 | 0 | | 0 | | 169 | 0 | |
| Internal Link Dist (ft) | | 4601 | | | 4195 | | | 1563 | | | 3027 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | 70 | | | | | | 130 |
| 50th Bay Block Time % | | | | | | 8% | | | | | | |
| 95th Bay Block Time % | | | | | | 38% | | | | | | 21% |
| Queuing Penalty (veh) | | | | | | 73 | | | | | | 7 |

Intersection Summary

| | |
|------------------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 74 |
| Actuated Cycle Length: | 38.8 |
| Natural Cycle: | 60 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.64 |
| Intersection Signal Delay: | 7.9 |
| Intersection LOS: | A |
| Intersection Capacity Utilization: | 76.4% |
| ICU Level of Service: | C |
| 90th %ile Actuated Cycle: | 54.5 |
| 70th %ile Actuated Cycle: | 46.1 |
| 50th %ile Actuated Cycle: | 37.3 |
| 30th %ile Actuated Cycle: | 30.6 |
| 10th %ile Actuated Cycle: | 25.6 |

Splits and Phases: 2: Elm St & Canal St



Canal at Elm Future Build Sat Peak

| 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 |
| Storage Length (ft) | 0 | | 0 | 0 | | 70 | 0 | | 0 | 130 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 1 | 0 | | 0 | 1 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| 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 |
| Ped Bike Factor | | 1.00 | | | | | | 1.00 | | 1.00 | | |
| Frt | | 0.988 | | | | 0.850 | | | | | 0.914 | |
| Fit Protected | | 0.993 | | | 0.997 | | | 0.950 | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1824 | 0 | 0 | 1857 | 1583 | 0 | 1770 | 0 | 1770 | 1703 | 0 |
| Fit Permitted | | 0.912 | | | 0.969 | | | 0.713 | | 0.752 | | |
| Satd. Flow (perm) | 0 | 1675 | 0 | 0 | 1805 | 1583 | 0 | 1325 | 0 | 1398 | 1703 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 8 | | | | 233 | | | | | 39 | |
| 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 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | 30 | | 30 |
| Link Distance (ft) | | 4681 | | | 4275 | | | 1643 | | 3107 | | |
| Travel Time (s) | | 106.4 | | | 97.2 | | | 37.3 | | 70.6 | | |
| Volume (vph) | 47 | 241 | 29 | 19 | 283 | 380 | 2 | 0 | 0 | 305 | 27 | 36 |
| Confl. Peds. (#/hr) | | | 1 | | | | 1 | | | 1 | | |
| Confl. Bikes (#/hr) | | | 1 | | | | | | | | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.95 | 0.95 | 0.95 | 0.25 | 0.25 | 0.25 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 53 | 274 | 33 | 20 | 298 | 400 | 8 | 0 | 0 | 332 | 29 | 39 |
| Lane Group Flow (vph) | 0 | 360 | 0 | 0 | 318 | 400 | 0 | 8 | 0 | 332 | 68 | 0 |
| Turn Type | Perm | | | Perm | | Free | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | Free | 2 | | | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Minimum Initial (s) | 8.0 | 8.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Minimum Split (s) | 28.0 | 28.0 | | 20.0 | 20.0 | | 26.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 32.0 | 32.0 | 0.0 | 32.0 | 32.0 | 0.0 | 29.0 | 29.0 | 0.0 | 29.0 | 29.0 | 0.0 |
| Total Split (%) | 43% | 43% | 0% | 43% | 43% | 0% | 39% | 39% | 0% | 39% | 39% | 0% |
| Maximum Green (s) | 28.0 | 28.0 | | 28.0 | 28.0 | | 25.0 | 25.0 | | 25.0 | 25.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 1.0 | 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 | 3.0 | |
| Recall Mode | None | None | | None | None | | Min | Min | | Min | Min | |
| 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) | | 13.2 | | | 13.2 | 34.1 | | 17.9 | | 17.9 | 17.9 | |
| Actuated g/C Ratio | | 0.36 | | | 0.36 | 1.00 | | 0.52 | | 0.52 | 0.52 | |
| v/c Ratio | | 0.59 | | | 0.49 | 0.25 | | 0.01 | | 0.45 | 0.07 | |
| Uniform Delay, d1 | | 10.4 | | | 10.2 | 0.0 | | 4.9 | | 6.3 | 2.1 | |

Canal at Elm Future Build Sat Peak



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
|-------------------------|------|------|-----|------|------|-----|-------|-------|-----|-------|-------|-----|--|
| Delay | | 10.3 | | | 10.0 | 0.0 | | 8.0 | | 9.5 | 4.8 | | |
| LOS | | B | | | B | A | | A | | A | A | | |
| Approach Delay | | 10.3 | | | 4.4 | | | 8.0 | | | 8.7 | | |
| Approach LOS | | B | | | A | | | A | | | A | | |
| 90th %ile Green (s) | 22.8 | 22.8 | | 22.8 | 22.8 | | 25.0 | 25.0 | | 25.0 | 25.0 | | |
| 90th %ile Term Code | Gap | Gap | | Hold | Hold | | Hold | Hold | | Max | Max | | |
| 70th %ile Green (s) | 15.8 | 15.8 | | 15.8 | 15.8 | | 17.4 | 17.4 | | 17.4 | 17.4 | | |
| 70th %ile Term Code | Gap | Gap | | Hold | Hold | | Hold | Hold | | Gap | Gap | | |
| 50th %ile Green (s) | 11.9 | 11.9 | | 11.9 | 11.9 | | 12.9 | 12.9 | | 12.9 | 12.9 | | |
| 50th %ile Term Code | Gap | Gap | | Hold | Hold | | Hold | Hold | | Gap | Gap | | |
| 30th %ile Green (s) | 9.2 | 9.2 | | 9.2 | 9.2 | | 10.0 | 10.0 | | 10.0 | 10.0 | | |
| 30th %ile Term Code | Gap | Gap | | Hold | Hold | | Hold | Hold | | Gap | Gap | | |
| 10th %ile Green (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 9.7 | 9.7 | | 9.7 | 9.7 | | |
| 10th %ile Term Code | Skip | Skip | | Skip | Skip | | Dwell | Dwell | | Dwell | Dwell | | |
| Queue Length 50th (ft) | | 46 | | | 40 | 0 | | 1 | | 42 | 0 | | |
| Queue Length 95th (ft) | | 146 | | | 129 | 0 | | 2 | | 141 | 0 | | |
| Internal Link Dist (ft) | | 4601 | | | 4195 | | | 1563 | | | 3027 | | |
| 50th Up Block Time (%) | | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | 70 | | | | | 130 | | |
| 50th Bay Block Time % | | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | 33% | | | | | 14% | | |
| Queuing Penalty (veh) | | | | | | 66 | | | | | 5 | | |

Intersection Summary

| | |
|------------------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 74 |
| Actuated Cycle Length: | 34.1 |
| Natural Cycle: | 70 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.59 |
| Intersection Signal Delay: | 7.0 |
| Intersection LOS: | A |
| Intersection Capacity Utilization: | 71.2% |
| ICU Level of Service: | C |
| 90th %ile Actuated Cycle: | 55.8 |
| 70th %ile Actuated Cycle: | 41.2 |
| 50th %ile Actuated Cycle: | 32.8 |
| 30th %ile Actuated Cycle: | 27.2 |
| 10th %ile Actuated Cycle: | 13.7 |

Splits and Phases: 2: Elm St & Canal St



Canal at Church Existing AM Peak

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|-----------------------------------|------|-------|------|----------------------|------|------|
| Lane Configurations | ↑ | | | ↑ | ↔ | ↔ |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 185 | 0 | 0 | 352 | 11 | 12 |
| Peak Hour Factor | 0.87 | 0.87 | 0.92 | 0.89 | 0.92 | 0.92 |
| Hourly flow rate (veh/h) | 213 | 0 | 0 | 396 | 12 | 13 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | | |
| Median storage veh | | | | | | |
| vC, conflicting volume | | | 213 | | 608 | 213 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| 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 | | 97 | 98 |
| cM capacity (veh/h) | | | 1358 | | 459 | 827 |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | | | |
| Volume Total | 213 | 396 | 25 | | | |
| Volume Left | 0 | 0 | 12 | | | |
| Volume Right | 0 | 0 | 13 | | | |
| cSH | 1700 | 1700 | 598 | | | |
| Volume to Capacity | 0.13 | 0.23 | 0.04 | | | |
| Queue Length (ft) | 0 | 0 | 3 | | | |
| Control Delay (s) | 0.0 | 0.0 | 11.3 | | | |
| Lane LOS | | | B | | | |
| Approach Delay (s) | 0.0 | 0.0 | 11.3 | | | |
| Approach LOS | | | B | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.4 | | | |
| Intersection Capacity Utilization | | 30.8% | | ICU Level of Service | | A |

Canal at Church Existing PM Peak

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|-----------------------------------|------|------|-------|------|----------------------|------|
| Lane Configurations | ↑ | | | ↑ | ↔ | ↔ |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 370 | 0 | 0 | 363 | 13 | 14 |
| Peak Hour Factor | 0.87 | 0.87 | 0.92 | 0.83 | 0.84 | 0.84 |
| Hourly flow rate (veh/h) | 425 | 0 | 0 | 437 | 15 | 17 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| vC, conflicting volume | | | 425 | | 863 | 425 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| 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 | 97 |
| cM capacity (veh/h) | | | 1134 | | 325 | 629 |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | | | |
| Volume Total | 425 | 437 | 32 | | | |
| Volume Left | 0 | 0 | 15 | | | |
| Volume Right | 0 | 0 | 17 | | | |
| cSH | 1700 | 1700 | 434 | | | |
| Volume to Capacity | 0.25 | 0.26 | 0.07 | | | |
| Queue Length (ft) | 0 | 0 | 6 | | | |
| Control Delay (s) | 0.0 | 0.0 | 14.0 | | | |
| Lane LOS | | | B | | | |
| Approach Delay (s) | 0.0 | 0.0 | 14.0 | | | |
| Approach LOS | | | B | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.5 | | | |
| Intersection Capacity Utilization | | | 33.0% | | ICU Level of Service | A |

Canal at Church Existing Sat Peak

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|-----------------------------------|------|-------|------|----------------------|------|------|
| Lane Configurations | ↑ | | | ↑ | ↔ | ↔ |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 311 | 0 | 0 | 394 | 13 | 12 |
| Peak Hour Factor | 0.89 | 0.87 | 0.92 | 0.90 | 0.92 | 0.92 |
| Hourly flow rate (veh/h) | 349 | 0 | 0 | 438 | 14 | 13 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh | | | | | | |
| vC, conflicting volume | | | 349 | | 787 | 349 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| 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 | 98 |
| cM capacity (veh/h) | | | 1209 | | 360 | 694 |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | | | |
| Volume Total | 349 | 438 | 27 | | | |
| Volume Left | 0 | 0 | 14 | | | |
| Volume Right | 0 | 0 | 13 | | | |
| cSH | 1700 | 1700 | 468 | | | |
| Volume to Capacity | 0.21 | 0.26 | 0.06 | | | |
| Queue Length (ft) | 0 | 0 | 5 | | | |
| Control Delay (s) | 0.0 | 0.0 | 13.2 | | | |
| Lane LOS | | | B | | | |
| Approach Delay (s) | 0.0 | 0.0 | 13.2 | | | |
| Approach LOS | | | B | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.4 | | | |
| Intersection Capacity Utilization | | 33.0% | | ICU Level of Service | | A |

Canal at Church Future No Build AM Peak

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|-----------------------------------|------|-------|------|----------------------|------|------|
| Lane Configurations | ↑ | | | ↑ | ↘ | ↗ |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 203 | 0 | 0 | 387 | 12 | 13 |
| Peak Hour Factor | 0.87 | 0.87 | 0.92 | 0.89 | 0.92 | 0.92 |
| Hourly flow rate (veh/h) | 233 | 0 | 0 | 435 | 13 | 14 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | | |
| Median storage veh | | | | | | |
| vC, conflicting volume | | | 233 | | 668 | 233 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| 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 | | 97 | 98 |
| cM capacity (veh/h) | | | 1334 | | 423 | 806 |
| Direction, Lane # | | | | | | |
| | EB 1 | WB 1 | NB 1 | | | |
| Volume Total | 233 | 435 | 27 | | | |
| Volume Left | 0 | 0 | 13 | | | |
| Volume Right | 0 | 0 | 14 | | | |
| cSH | 1700 | 1700 | 562 | | | |
| Volume to Capacity | 0.14 | 0.26 | 0.05 | | | |
| Queue Length (ft) | 0 | 0 | 4 | | | |
| Control Delay (s) | 0.0 | 0.0 | 11.7 | | | |
| Lane LOS | | | B | | | |
| Approach Delay (s) | 0.0 | 0.0 | 11.7 | | | |
| Approach LOS | | | B | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.5 | | | |
| Intersection Capacity Utilization | | 32.9% | | ICU Level of Service | | A |

Canal at Church Future No Build PM Peak

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|-----------------------------------|-------------|-------------|-------------|------|----------------------|------|
| Lane Configurations | ↑ | | | ↑ | ↔ | ↔ |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 407 | 0 | 0 | 399 | 14 | 15 |
| Peak Hour Factor | 0.87 | 0.87 | 0.92 | 0.83 | 0.84 | 0.84 |
| Hourly flow rate (veh/h) | 468 | 0 | 0 | 481 | 17 | 18 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage (veh) | | | | | | |
| vC, conflicting volume | | | 468 | | 949 | 468 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| 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 | | 94 | 97 |
| cM capacity (veh/h) | | | 1094 | | 289 | 595 |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | | | |
| Volume Total | 468 | 481 | 35 | | | |
| Volume Left | 0 | 0 | 17 | | | |
| Volume Right | 0 | 0 | 18 | | | |
| cSH | 1700 | 1700 | 394 | | | |
| Volume to Capacity | 0.28 | 0.28 | 0.09 | | | |
| Queue Length (ft) | 0 | 0 | 7 | | | |
| Control Delay (s) | 0.0 | 0.0 | 15.0 | | | |
| Lane LOS | | | C | | | |
| Approach Delay (s) | 0.0 | 0.0 | 15.0 | | | |
| Approach LOS | | | C | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.5 | | | |
| Intersection Capacity Utilization | | | 35.3% | | ICU Level of Service | A |

Canal at Church Future No Build Sat Peak

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|-----------------------------------|-------------|-------------|-------------|----------------------|------|------|
| Lane Configurations | ↑ | | | ↑ | ↔ | ↔ |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 342 | 0 | 0 | 433 | 14 | 13 |
| Peak Hour Factor | 0.89 | 0.87 | 0.92 | 0.90 | 0.92 | 0.92 |
| Hourly flow rate (veh/h) | 384 | 0 | 0 | 481 | 15 | 14 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh | | | | | | |
| vC, conflicting volume | | | 384 | | 865 | 384 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| 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) | | | 1174 | | 324 | 663 |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | | | |
| Volume Total | 384 | 481 | 29 | | | |
| Volume Left | 0 | 0 | 15 | | | |
| Volume Right | 0 | 0 | 14 | | | |
| cSH | 1700 | 1700 | 430 | | | |
| Volume to Capacity | 0.23 | 0.28 | 0.07 | | | |
| Queue Length (ft) | 0 | 0 | 5 | | | |
| Control Delay (s) | 0.0 | 0.0 | 14.0 | | | |
| Lane LOS | | | B | | | |
| Approach Delay (s) | 0.0 | 0.0 | 14.0 | | | |
| Approach LOS | | | B | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.5 | | | |
| Intersection Capacity Utilization | | 35.3% | | ICU Level of Service | | A |

Canal at Church Future Build AM Peak



| 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) | 2 | 203 | 0 | 0 | 387 | 3 | 12 | 0 | 13 | 5 | 0 | 11 |
| Peak Hour Factor | 0.92 | 0.87 | 0.92 | 0.92 | 0.89 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (veh/h) | 2 | 233 | 0 | 0 | 435 | 3 | 13 | 0 | 14 | 5 | 0 | 12 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | | | | | |
| Median storage (veh) | | | | | | | | | | | | |
| vC, conflicting volume | 438 | | | 233 | | | 686 | 676 | 233 | 688 | 674 | 436 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| 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 | | | 96 | 100 | 98 | 98 | 100 | 98 |
| cM capacity (veh/h) | 1122 | | | 1334 | | | 354 | 374 | 806 | 354 | 375 | 620 |
| Direction, Lane # | | | | | | | | | | | | |
| | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 236 | 438 | 27 | 17 | | | | | | | | |
| Volume Left | 2 | 0 | 13 | 5 | | | | | | | | |
| Volume Right | 0 | 3 | 14 | 12 | | | | | | | | |
| cSH | 1122 | 1334 | 500 | 502 | | | | | | | | |
| Volume to Capacity | 0.00 | 0.00 | 0.05 | 0.03 | | | | | | | | |
| Queue Length (ft) | 0 | 0 | 4 | 3 | | | | | | | | |
| Control Delay (s) | 0.1 | 0.0 | 12.6 | 12.4 | | | | | | | | |
| Lane LOS | A | | B | B | | | | | | | | |
| Approach Delay (s) | 0.1 | 0.0 | 12.6 | 12.4 | | | | | | | | |
| Approach LOS | | | B | B | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 0.8 | | | | | | | | | |
| Intersection Capacity Utilization | | | 33.1% | | ICU Level of Service | | | | A | | | |

Canal at Church Future Build PM Peak



| 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) | 8 | 415 | 0 | 0 | 399 | 8 | 14 | 0 | 15 | 5 | 0 | 6 |
| Peak Hour Factor | 0.92 | 0.87 | 0.87 | 0.92 | 0.83 | 0.92 | 0.84 | 0.92 | 0.84 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (veh/h) | 9 | 477 | 0 | 0 | 481 | 9 | 17 | 0 | 18 | 5 | 0 | 7 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage (veh) | | | | | | | | | | | | |
| vC, conflicting volume | 489 | | | 477 | | | 986 | 984 | 477 | 997 | 979 | 485 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| 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 % | 99 | | | 100 | | | 93 | 100 | 97 | 97 | 100 | 99 |
| cM capacity (veh/h) | 1074 | | | 1085 | | | 223 | 246 | 588 | 215 | 248 | 582 |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 486 | 489 | 35 | 12 | | | | | | | | |
| Volume Left | 9 | 0 | 17 | 5 | | | | | | | | |
| Volume Right | 0 | 9 | 18 | 7 | | | | | | | | |
| cSH | 1074 | 1085 | 328 | 327 | | | | | | | | |
| Volume to Capacity | 0.01 | 0.00 | 0.11 | 0.04 | | | | | | | | |
| Queue Length (ft) | 1 | 0 | 9 | 3 | | | | | | | | |
| Control Delay (s) | 0.2 | 0.0 | 17.2 | 16.4 | | | | | | | | |
| Lane LOS | A | | C | C | | | | | | | | |
| Approach Delay (s) | 0.2 | 0.0 | 17.2 | 16.4 | | | | | | | | |
| Approach LOS | | | C | C | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 0.9 | | | | | | | | | |
| Intersection Capacity Utilization | | | 39.4% | | ICU Level of Service | | | | A | | | |

Canal at Church Future Build Sat Peak



| 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) | 6 | 348 | 0 | 0 | 433 | 9 | 14 | 0 | 13 | 7 | 0 | 10 |
| Peak Hour Factor | 0.92 | 0.89 | 0.87 | 0.92 | 0.90 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (veh/h) | 7 | 391 | 0 | 0 | 481 | 10 | 15 | 0 | 14 | 8 | 0 | 11 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh | | | | | | | | | | | | |
| vC, conflicting volume | 491 | | | 391 | | | 901 | 895 | 391 | 904 | 890 | 486 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| 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 % | 99 | | | 100 | | | 94 | 100 | 98 | 97 | 100 | 98 |
| cM capacity (veh/h) | 1072 | | | 1168 | | | 253 | 278 | 658 | 251 | 280 | 581 |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 398 | 491 | 29 | 18 | | | | | | | | |
| Volume Left | 7 | 0 | 15 | 8 | | | | | | | | |
| Volume Right | 0 | 10 | 14 | 11 | | | | | | | | |
| cSH | 1072 | 1168 | 360 | 377 | | | | | | | | |
| Volume to Capacity | 0.01 | 0.00 | 0.08 | 0.05 | | | | | | | | |
| Queue Length (ft) | 0 | 0 | 7 | 4 | | | | | | | | |
| Control Delay (s) | 0.2 | 0.0 | 15.9 | 15.0 | | | | | | | | |
| Lane LOS | A | | C | C | | | | | | | | |
| Approach Delay (s) | 0.2 | 0.0 | 15.9 | 15.0 | | | | | | | | |
| Approach LOS | | | C | C | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 0.9 | | | | | | | | | |
| Intersection Capacity Utilization | | | 35.9% | | ICU Level of Service | | | | A | | | |