



JOE MANN BOULEVARD PRACTICAL ALTERNATIVE 1 NOON



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗	↖↗	↗	↖	↑↑	↗
Volume (vph)	60	221	276	35	164	606	254	13	221	54
Turn Type	Perm		Perm	Perm		pm+pt		Perm		Perm
Protected Phases		4			8	5	2		6	
Permitted Phases	4		4	8		2		6		6
Detector Phases	4	4	4	8	8	5	2	6	6	6
Minimum Initial (s)	3.0	3.0	3.0	3.0	8.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	10.0	20.1	20.1	20.1	20.1
Total Split (s)	40.0	40.0	40.0	40.0	40.0	27.0	50.0	23.0	23.0	23.0
Total Split (%)	44.4%	44.4%	44.4%	44.4%	44.4%	30.0%	55.6%	25.6%	25.6%	25.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.4	2.4	2.4	2.4	2.4	0.5	0.5	0.5	0.5	0.5
Lead/Lag						Lead		Lag	Lag	Lag
Lead-Lag Optimize?						Yes		Yes	Yes	Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	36.0	36.0	36.0	36.0	36.0	46.0	46.0	19.0	19.0	19.0
Actuated g/C Ratio	0.40	0.40	0.40	0.40	0.40	0.51	0.51	0.21	0.21	0.21
v/c Ratio	0.15	0.32	0.37	0.10	0.25	0.51	0.32	0.06	0.32	0.15
Control Delay	18.4	20.1	3.6	17.8	18.9	14.9	13.7	29.4	31.5	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.4	20.1	3.6	17.8	18.9	14.9	13.7	29.4	31.5	9.4
LOS	B	C	A	B	B	B	B	C	C	A
Approach Delay		11.8			18.7		14.5		27.2	
Approach LOS		B			B		B		C	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 27 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 55
 Control Type: Pretimed
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 16.0
 Intersection Capacity Utilization 51.7%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 18: Joe Mann & Jefferson

↖ φ2 50 s		↗ φ4 40 s	
↖ φ5 27 s	↓ φ6 23 s	↖ φ8 40 s	



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	126	741	153	763	114	63	28	50
Turn Type	Perm		Perm		Perm		Perm	
Protected Phases		2		6		8		4
Permitted Phases	2		6		8		4	
Detector Phases	2	2	6	6	8	8	4	4
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	70.0	70.0	70.0	70.0	22.0	22.0	22.0	22.0
Total Split (%)	76.1%	76.1%	76.1%	76.1%	23.9%	23.9%	23.9%	23.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	0.5	0.5	0.5	0.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None
Act Effect Green (s)	68.7	68.7	68.7	68.7	15.3	15.3	15.3	15.3
Actuated g/C Ratio	0.75	0.75	0.75	0.75	0.17	0.17	0.17	0.17
v/c Ratio	0.33	0.33	0.39	0.33	0.78	0.60	0.24	0.46
Control Delay	7.0	4.5	8.0	4.6	53.5	22.2	35.5	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.0	4.5	8.0	4.6	53.5	22.2	35.5	17.1
LOS	A	A	A	A	D	C	D	B
Approach Delay		4.8		5.1		33.5		19.9
Approach LOS		A		A		C		B

Intersection Summary

Cycle Length: 92
 Actuated Cycle Length: 92
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 9.9
 Intersection Capacity Utilization 59.2%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 30: Joe Mann & Elisenal

