






















Lanes, Volumes, Timings

1: 45th & Calumet













01/21/2026

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | |  |  | |  |  |  |
| Traffic Volume (vph) | 195 | 652 | 329 | 217 | 352 | 147 | 303 | 870 | 217 | 178 | 870 | 143 |
| Future Volume (vph) | 195 | 652 | 329 | 217 | 352 | 147 | 303 | 870 | 217 | 178 | 870 | 143 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 255 | | 0 | 290 | | 0 | 435 | | 0 | 245 | | 250 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 2 | | 0 | 2 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 0.95 | 0.97 | 0.95 | 1.00 |
| Frt | | 0.949 | | | 0.950 | | | 0.970 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3359 | 0 | 1770 | 3362 | 0 | 3433 | 3433 | 0 | 3433 | 3539 | 1583 |
| Flt Permitted | 0.251 | | | 0.137 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 468 | 3359 | 0 | 255 | 3362 | 0 | 3433 | 3433 | 0 | 3433 | 3539 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 84 | | | 76 | | | 32 | | | | 152 |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | | 35 |
| Link Distance (ft) | | 607 | | | 517 | | | 437 | | | | 650 |
| Travel Time (s) | | 11.8 | | | 10.1 | | | 8.5 | | | | 12.7 |
| Peak Hour Factor | 0.74 | 0.91 | 0.90 | 0.94 | 0.96 | 0.80 | 0.85 | 0.88 | 0.86 | 0.78 | 0.84 | 0.92 |
| Adj. Flow (vph) | 264 | 716 | 366 | 231 | 367 | 184 | 356 | 989 | 252 | 228 | 1036 | 155 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 264 | 1082 | 0 | 231 | 551 | 0 | 356 | 1241 | 0 | 228 | 1036 | 155 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 24 | | | 24 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| 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 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Prot | NA | | Prot | NA | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | | | | | | 6 |
| Detector Phase | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 9.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | 22.5 |
| Total Split (s) | 20.0 | 37.0 | | 15.6 | 32.6 | | 17.0 | 44.7 | | 12.7 | 40.4 | 40.4 |
| Total Split (%) | 18.2% | 33.6% | | 14.2% | 29.6% | | 15.5% | 40.6% | | 11.5% | 36.7% | 36.7% |
| Maximum Green (s) | 15.5 | 32.5 | | 11.1 | 28.1 | | 12.5 | 40.2 | | 8.2 | 35.9 | 35.9 |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | C-Max |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | 7.0 |

Lanes, Volumes, Timings

1: 45th & Calumet

01/21/2026

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Flash Don't Walk (s) | | 11.0 | | | 11.0 | | | 11.0 | | | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| Act Effect Green (s) | 46.8 | 32.5 | | 40.4 | 29.3 | | 12.5 | 40.2 | | 8.2 | 35.9 | 35.9 |
| Actuated g/C Ratio | 0.43 | 0.30 | | 0.37 | 0.27 | | 0.11 | 0.37 | | 0.07 | 0.33 | 0.33 |
| v/c Ratio | 0.72 | 1.03 | | 0.94 | 0.58 | | 0.91 | 0.97 | | 0.89 | 0.90 | 0.25 |
| Control Delay (s/veh) | 32.4 | 71.3 | | 72.9 | 33.1 | | 77.0 | 53.8 | | 85.7 | 46.8 | 5.6 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 32.4 | 71.3 | | 72.9 | 33.1 | | 77.0 | 53.8 | | 85.7 | 46.8 | 5.6 |
| LOS | C | E | | E | C | | E | D | | F | D | A |
| Approach Delay (s/veh) | | 63.7 | | | 44.9 | | | 59.0 | | | 48.6 | |
| Approach LOS | | E | | | D | | | E | | | D | |
| Queue Length 50th (ft) | 122 | ~414 | | 115 | 157 | | 131 | 447 | | 85 | 370 | 1 |
| Queue Length 95th (ft) | 148 | #551 | | #274 | 217 | | #200 | #581 | | #124 | 417 | 47 |
| Internal Link Dist (ft) | | 527 | | | 437 | | | 357 | | | 570 | |
| Turn Bay Length (ft) | 255 | | | 290 | | | 435 | | | 245 | | 250 |
| Base Capacity (vph) | 387 | 1051 | | 246 | 950 | | 390 | 1274 | | 255 | 1155 | 619 |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.68 | 1.03 | | 0.94 | 0.58 | | 0.91 | 0.97 | | 0.89 | 0.90 | 0.25 |

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay (s/veh): 55.2

Intersection LOS: E

Intersection Capacity Utilization 91.6%

ICU Level of Service F

Analysis Period (min) 15

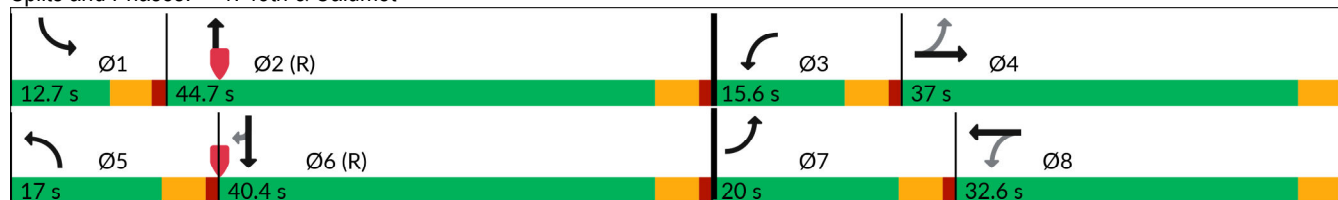
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.






















Queue shown is maximum after two cycles.

Splits and Phases: 1: 45th & Calumet



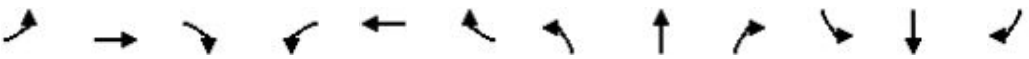
Lanes, Volumes, Timings
1: Calumet Ave & 45th Ave

01/21/2026

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | |  |  | |  |  |  |
| Traffic Volume (vph) | 195 | 652 | 329 | 217 | 352 | 147 | 303 | 870 | 217 | 178 | 870 | 143 |
| Future Volume (vph) | 195 | 723 | 329 | 263 | 426 | 201 | 303 | 907 | 217 | 268 | 870 | 143 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 255 | | 0 | 290 | | 0 | 435 | | 0 | 245 | | 250 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 2 | | 0 | 2 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 0.95 | 0.97 | 0.95 | 1.00 |
| Frt | | 0.953 | | | 0.952 | | | 0.971 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3373 | 0 | 1770 | 3369 | 0 | 3433 | 3437 | 0 | 3433 | 3539 | 1583 |
| Flt Permitted | 0.189 | | | 0.095 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 352 | 3373 | 0 | 177 | 3369 | 0 | 3433 | 3437 | 0 | 3433 | 3539 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 52 | | | 52 | | | 22 | | | | 129 |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | | 35 |
| Link Distance (ft) | | 607 | | | 517 | | | 437 | | | | 396 |
| Travel Time (s) | | 11.8 | | | 10.1 | | | 8.5 | | | | 7.7 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.95 | 0.95 | 0.95 | 0.90 | 0.90 | 0.90 | 0.86 | 0.86 | 0.86 |
| Growth Factor | 103% | 103% | 103% | 103% | 103% | 103% | 103% | 103% | 103% | 103% | 103% | 103% |
| Adj. Flow (vph) | 221 | 818 | 372 | 285 | 462 | 218 | 347 | 1038 | 248 | 321 | 1042 | 171 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 221 | 1190 | 0 | 285 | 680 | 0 | 347 | 1286 | 0 | 321 | 1042 | 171 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 24 | | | 24 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| 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 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Prot | NA | | Prot | NA | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | | | | | | 6 |
| Detector Phase | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 9.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | 22.5 |
| Total Split (s) | 26.0 | 48.0 | | 20.0 | 42.0 | | 23.0 | 57.0 | | 20.0 | 54.0 | 54.0 |
| Total Split (%) | 17.9% | 33.1% | | 13.8% | 29.0% | | 15.9% | 39.3% | | 13.8% | 37.2% | 37.2% |
| Maximum Green (s) | 21.5 | 43.5 | | 15.5 | 37.5 | | 18.5 | 52.5 | | 15.5 | 49.5 | 49.5 |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lag | Lag | | Lead | Lead | Lead |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | C-Max |

Lanes, Volumes, Timings
1: Calumet Ave & 45th Ave

01/21/2026

| |  | | | | | | | | | | | |
|-------------------------|--|-------|-----|-------|------|-----|------|------|-----|------|------|------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | 7.0 |
| Flash Don't Walk (s) | | 11.0 | | | 11.0 | | | 11.0 | | | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| Act Effect Green (s) | 60.2 | 43.5 | | 57.5 | 42.0 | | 18.5 | 52.6 | | 15.4 | 49.5 | 49.5 |
| Actuated g/C Ratio | 0.42 | 0.30 | | 0.40 | 0.29 | | 0.13 | 0.36 | | 0.11 | 0.34 | 0.34 |
| v/c Ratio | 0.71 | 1.14 | | 1.19 | 0.67 | | 0.79 | 1.02 | | 0.88 | 0.86 | 0.27 |
| Control Delay (s/veh) | 39.4 | 116.6 | | 146.9 | 42.8 | | 68.1 | 68.5 | | 88.8 | 53.2 | 11.0 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.2 | | 0.0 | 0.0 | | 0.0 | 6.9 | 0.0 |
| Total Delay (s/veh) | 39.4 | 116.6 | | 146.9 | 43.0 | | 68.1 | 68.5 | | 88.8 | 60.1 | 11.0 |
| LOS | D | F | | F | D | | E | E | | F | E | B |
| Approach Delay (s/veh) | | 104.5 | | | 73.7 | | | 68.4 | | | 60.6 | |
| Approach LOS | | F | | | E | | | E | | | E | |
| Queue Length 50th (ft) | 135 | ~680 | | ~278 | 295 | | 170 | ~682 | | 159 | 491 | 27 |
| Queue Length 95th (ft) | 200 | #824 | | #484 | 380 | | #231 | #808 | | #224 | 547 | 75 |
| Internal Link Dist (ft) | | 527 | | | 437 | | | 357 | | | 316 | |
| Turn Bay Length (ft) | 255 | | | 290 | | | 435 | | | 245 | | 250 |
| Base Capacity (vph) | 364 | 1048 | | 240 | 1013 | | 438 | 1260 | | 366 | 1208 | 625 |
| Starvation Cap Reductn | 0 | 0 | | 0 | 42 | | 0 | 0 | | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 2 | | 0 | 0 | | 0 | 0 | | 0 | 134 | 0 |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.61 | 1.14 | | 1.19 | 0.70 | | 0.79 | 1.02 | | 0.88 | 0.97 | 0.27 |

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 145

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.19

Intersection Signal Delay (s/veh): 76.4

Intersection LOS: E

Intersection Capacity Utilization 93.9%

ICU Level of Service F

Analysis Period (min) 15

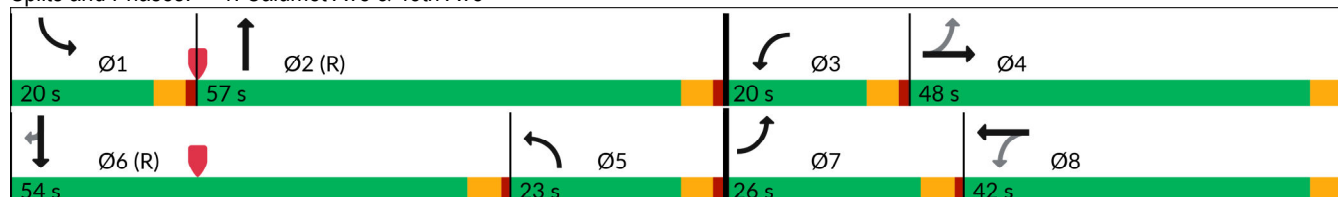
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.






















Queue shown is maximum after two cycles.

Splits and Phases: 1: Calumet Ave & 45th Ave



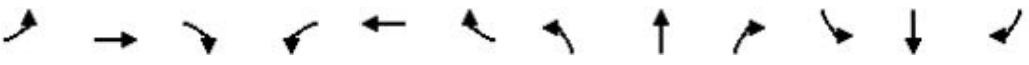
Lanes, Volumes, Timings
1: Calumet Ave & 45th Ave

01/21/2026

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | |  |  | |  |  |  |
| Traffic Volume (vph) | 195 | 652 | 329 | 217 | 352 | 147 | 303 | 870 | 217 | 178 | 870 | 143 |
| Future Volume (vph) | 195 | 723 | 329 | 263 | 426 | 201 | 303 | 907 | 217 | 268 | 870 | 143 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 255 | | 0 | 290 | | 0 | 435 | | 0 | 245 | | 250 |
| Storage Lanes | 2 | | 0 | 2 | | 0 | 2 | | 0 | 2 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.97 | 0.95 | 0.95 | 0.97 | 0.95 | 0.95 | 0.97 | 0.95 | 0.95 | 0.97 | 0.95 | 1.00 |
| Frt | | 0.953 | | | 0.952 | | | 0.971 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3433 | 3373 | 0 | 3433 | 3369 | 0 | 3433 | 3437 | 0 | 3433 | 3539 | 1583 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3433 | 3373 | 0 | 3433 | 3369 | 0 | 3433 | 3437 | 0 | 3433 | 3539 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 54 | | | 56 | | | 23 | | | | 129 |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | | 35 |
| Link Distance (ft) | | 607 | | | 517 | | | 437 | | | | 396 |
| Travel Time (s) | | 11.8 | | | 10.1 | | | 8.5 | | | | 7.7 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.95 | 0.95 | 0.95 | 0.90 | 0.90 | 0.90 | 0.86 | 0.86 | 0.86 |
| Growth Factor | 103% | 103% | 103% | 103% | 103% | 103% | 103% | 103% | 103% | 103% | 103% | 103% |
| Adj. Flow (vph) | 221 | 818 | 372 | 285 | 462 | 218 | 347 | 1038 | 248 | 321 | 1042 | 171 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 221 | 1190 | 0 | 285 | 680 | 0 | 347 | 1286 | 0 | 321 | 1042 | 171 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 24 | | | 24 | | | 24 | | | 24 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| 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 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | Prot | NA | | Prot | NA | | Prot | NA | | Prot | NA | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | 6 |
| Detector Phase | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 9.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | 22.5 |
| Total Split (s) | 19.9 | 51.5 | | 17.2 | 48.8 | | 22.6 | 57.5 | | 18.8 | 53.7 | 53.7 |
| Total Split (%) | 13.7% | 35.5% | | 11.9% | 33.7% | | 15.6% | 39.7% | | 13.0% | 37.0% | 37.0% |
| Maximum Green (s) | 15.4 | 47.0 | | 12.7 | 44.3 | | 18.1 | 53.0 | | 14.3 | 49.2 | 49.2 |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lag | Lag | | Lead | Lead | Lead |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | C-Max |

Lanes, Volumes, Timings
1: Calumet Ave & 45th Ave

01/21/2026

| |  | | | | | | | | | | | |
|-------------------------|--|------|-----|------|------|-----|------|------|-----|-------|------|------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | 7.0 |
| Flash Don't Walk (s) | | 11.0 | | | 11.0 | | | 11.0 | | | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| Act Effect Green (s) | 13.8 | 47.0 | | 12.7 | 45.9 | | 18.1 | 53.0 | | 14.3 | 49.2 | 49.2 |
| Actuated g/C Ratio | 0.10 | 0.32 | | 0.09 | 0.32 | | 0.12 | 0.37 | | 0.10 | 0.34 | 0.34 |
| v/c Ratio | 0.68 | 1.05 | | 0.95 | 0.62 | | 0.81 | 1.01 | | 0.95 | 0.87 | 0.27 |
| Control Delay (s/veh) | 74.1 | 86.9 | | 94.6 | 34.6 | | 69.9 | 66.2 | | 102.0 | 53.8 | 11.1 |
| Queue Delay | 0.0 | 0.4 | | 0.0 | 0.2 | | 0.0 | 0.0 | | 0.0 | 1.5 | 0.0 |
| Total Delay (s/veh) | 74.1 | 87.2 | | 94.6 | 34.8 | | 69.9 | 66.2 | | 102.0 | 55.3 | 11.1 |
| LOS | E | F | | F | C | | E | E | | F | E | B |
| Approach Delay (s/veh) | | 85.2 | | | 52.5 | | | 67.0 | | | 60.2 | |
| Approach LOS | | F | | | D | | | E | | | E | |
| Queue Length 50th (ft) | 106 | ~636 | | 113 | 286 | | 171 | ~662 | | 160 | 492 | 27 |
| Queue Length 95th (ft) | 152 | #780 | | #226 | 358 | | #236 | #801 | | #238 | 548 | 76 |
| Internal Link Dist (ft) | | 527 | | | 437 | | | 357 | | | 316 | |
| Turn Bay Length (ft) | 255 | | | 290 | | | 435 | | | 245 | | 250 |
| Base Capacity (vph) | 364 | 1129 | | 300 | 1104 | | 428 | 1270 | | 338 | 1200 | 622 |
| Starvation Cap Reductn | 0 | 0 | | 0 | 77 | | 0 | 0 | | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 1 | | 0 | 0 | | 0 | 0 | | 0 | 56 | 0 |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.61 | 1.05 | | 0.95 | 0.66 | | 0.81 | 1.01 | | 0.95 | 0.91 | 0.27 |

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 145

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.05

Intersection Signal Delay (s/veh): 67.2

Intersection LOS: E

Intersection Capacity Utilization 87.9%

ICU Level of Service E

Analysis Period (min) 15

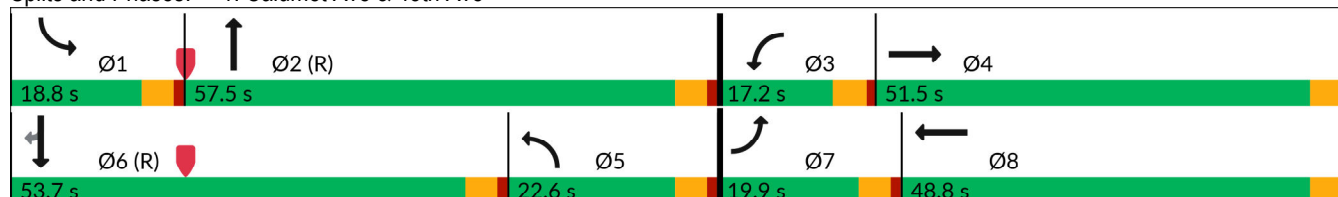
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
























Queue shown is maximum after two cycles.

Splits and Phases: 1: Calumet Ave & 45th Ave



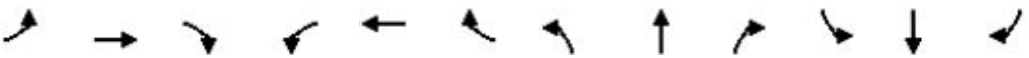
Lanes, Volumes, Timings
1: Calumet Ave & 45th Ave

01/21/2026

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | |  |  |  |  |  |  |
| Traffic Volume (vph) | 195 | 652 | 329 | 217 | 352 | 147 | 303 | 870 | 217 | 178 | 870 | 143 |
| Future Volume (vph) | 195 | 723 | 329 | 263 | 426 | 201 | 303 | 907 | 217 | 268 | 870 | 143 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 250 | | 450 | 250 | | 0 | 435 | | 240 | 300 | | 250 |
| Storage Lanes | 2 | | 1 | 2 | | 0 | 2 | | 1 | 2 | | 1 |
| Taper Length (ft) | 100 | | | 25 | | | 50 | | | 25 | | |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 0.95 | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.952 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3433 | 3539 | 1583 | 3433 | 3369 | 0 | 3433 | 3539 | 1583 | 3433 | 3539 | 1583 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3433 | 3539 | 1583 | 3433 | 3369 | 0 | 3433 | 3539 | 1583 | 3433 | 3539 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 278 | | 54 | | | | 189 | | | 132 |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 607 | | | 517 | | | 437 | | | 396 | |
| Travel Time (s) | | 11.8 | | | 10.1 | | | 8.5 | | | 7.7 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.95 | 0.95 | 0.95 | 0.90 | 0.90 | 0.90 | 0.86 | 0.86 | 0.86 |
| Growth Factor | 103% | 103% | 103% | 103% | 103% | 103% | 103% | 103% | 103% | 103% | 103% | 103% |
| Adj. Flow (vph) | 221 | 818 | 372 | 285 | 462 | 218 | 347 | 1038 | 248 | 321 | 1042 | 171 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 221 | 818 | 372 | 285 | 680 | 0 | 347 | 1038 | 248 | 321 | 1042 | 171 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 24 | | | 24 | | | 24 | | | 24 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| 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 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | Prot | NA | Perm | Prot | NA | | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | | | | 2 | | | 6 |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | | 5 | 2 | 2 | 1 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 9.5 | 22.5 | 22.5 | 9.5 | 22.5 | | 9.5 | 22.5 | 22.5 | 9.5 | 22.5 | 22.5 |
| Total Split (s) | 19.9 | 44.0 | 44.0 | 21.0 | 45.1 | | 24.0 | 58.0 | 58.0 | 22.0 | 56.0 | 56.0 |
| Total Split (%) | 13.7% | 30.3% | 30.3% | 14.5% | 31.1% | | 16.6% | 40.0% | 40.0% | 15.2% | 38.6% | 38.6% |
| Maximum Green (s) | 15.4 | 39.5 | 39.5 | 16.5 | 40.6 | | 19.5 | 53.5 | 53.5 | 17.5 | 51.5 | 51.5 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lag | Lag | Lag | Lead | Lead | Lead |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | None | None | None | | None | C-Max | C-Max | None | C-Max | C-Max |

Lanes, Volumes, Timings
1: Calumet Ave & 45th Ave

01/21/2026

| |  | | | | | | | | | | | |
|-------------------------|--|------|------|------|------|-----|------|------|------|------|------|------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | 7.0 | | 7.0 | 7.0 |
| Flash Don't Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | 11.0 | | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | 0 | | 0 | 0 |
| Act Effect Green (s) | 13.8 | 38.3 | 38.3 | 15.6 | 40.0 | | 19.5 | 56.4 | 56.4 | 16.8 | 53.6 | 53.6 |
| Actuated g/C Ratio | 0.10 | 0.26 | 0.26 | 0.11 | 0.28 | | 0.13 | 0.39 | 0.39 | 0.12 | 0.37 | 0.37 |
| v/c Ratio | 0.68 | 0.87 | 0.60 | 0.77 | 0.70 | | 0.75 | 0.75 | 0.34 | 0.81 | 0.80 | 0.26 |
| Control Delay (s/veh) | 74.1 | 62.4 | 15.9 | 63.4 | 39.8 | | 64.4 | 36.8 | 7.0 | 78.8 | 46.8 | 10.0 |
| Queue Delay | 0.0 | 0.0 | 0.1 | 0.0 | 0.2 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 |
| Total Delay (s/veh) | 74.1 | 62.4 | 16.0 | 63.4 | 40.1 | | 64.4 | 36.8 | 7.0 | 78.8 | 47.2 | 10.0 |
| LOS | E | E | B | E | D | | E | D | A | E | D | A |
| Approach Delay (s/veh) | | 52.0 | | | 47.0 | | | 38.1 | | | 49.7 | |
| Approach LOS | | D | | | D | | | D | | | D | |
| Queue Length 50th (ft) | 106 | 393 | 71 | 109 | 296 | | 169 | 395 | 15 | 156 | 480 | 25 |
| Queue Length 95th (ft) | 152 | 477 | 183 | 160 | 370 | | 211 | 398 | 64 | 201 | 535 | 71 |
| Internal Link Dist (ft) | | 527 | | | 437 | | | 357 | | | 316 | |
| Turn Bay Length (ft) | 250 | | 450 | 250 | | | 435 | | 240 | 300 | | 250 |
| Base Capacity (vph) | 364 | 964 | 633 | 390 | 989 | | 461 | 1375 | 731 | 414 | 1309 | 668 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 42 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 12 | 0 | 0 | | 0 | 0 | 0 | 0 | 43 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.61 | 0.85 | 0.60 | 0.73 | 0.72 | | 0.75 | 0.75 | 0.34 | 0.78 | 0.82 | 0.26 |

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 145

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay (s/veh): 46.4

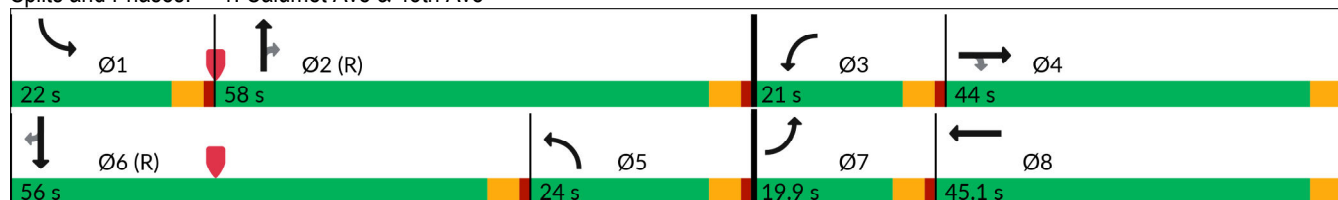
Intersection LOS: D

Intersection Capacity Utilization 73.6%

ICU Level of Service D

























Analysis Period (min) 15

Splits and Phases: 1: Calumet Ave & 45th Ave



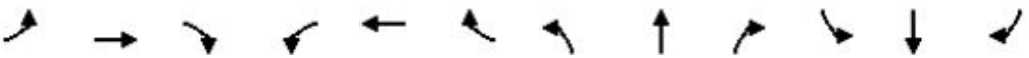
Lanes, Volumes, Timings
1: Calumet Ave & 45th Ave

01/21/2026

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph) | 195 | 652 | 329 | 217 | 352 | 147 | 303 | 870 | 217 | 178 | 870 | 143 |
| Future Volume (vph) | 195 | 723 | 329 | 263 | 426 | 201 | 303 | 907 | 217 | 268 | 870 | 143 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 250 | | 450 | 250 | | 200 | 435 | | 240 | 300 | | 250 |
| Storage Lanes | 2 | | 1 | 2 | | 1 | 2 | | 1 | 2 | | 1 |
| Taper Length (ft) | 100 | | | 25 | | | 50 | | | 25 | | |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3433 | 3539 | 1583 | 3433 | 3539 | 1583 | 3433 | 3539 | 1583 | 3433 | 3539 | 1583 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3433 | 3539 | 1583 | 3433 | 3539 | 1583 | 3433 | 3539 | 1583 | 3433 | 3539 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 278 | | | 218 | | | 189 | | | 132 |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 607 | | | 517 | | | 437 | | | 396 | |
| Travel Time (s) | | 11.8 | | | 10.1 | | | 8.5 | | | 7.7 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.95 | 0.95 | 0.95 | 0.90 | 0.90 | 0.90 | 0.86 | 0.86 | 0.86 |
| Growth Factor | 103% | 103% | 103% | 103% | 103% | 103% | 103% | 103% | 103% | 103% | 103% | 103% |
| Adj. Flow (vph) | 221 | 818 | 372 | 285 | 462 | 218 | 347 | 1038 | 248 | 321 | 1042 | 171 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 221 | 818 | 372 | 285 | 462 | 218 | 347 | 1038 | 248 | 321 | 1042 | 171 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 24 | | | 24 | | | 24 | | | 24 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| 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 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | Prot | NA | Perm | Prot | NA | Perm | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 8 | 5 | 2 | 2 | 1 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 9.5 | 22.5 | 22.5 | 9.5 | 22.5 | 22.5 | 9.5 | 22.5 | 22.5 | 9.5 | 22.5 | 22.5 |
| Total Split (s) | 19.9 | 44.0 | 44.0 | 21.0 | 45.1 | 45.1 | 24.0 | 58.0 | 58.0 | 22.0 | 56.0 | 56.0 |
| Total Split (%) | 13.7% | 30.3% | 30.3% | 14.5% | 31.1% | 31.1% | 16.6% | 40.0% | 40.0% | 15.2% | 38.6% | 38.6% |
| Maximum Green (s) | 15.4 | 39.5 | 39.5 | 16.5 | 40.6 | 40.6 | 19.5 | 53.5 | 53.5 | 17.5 | 51.5 | 51.5 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lag | Lag | Lag | Lead | Lead | Lead |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | None | None | None | None | None | C-Max | C-Max | None | C-Max | C-Max |

Lanes, Volumes, Timings
1: Calumet Ave & 45th Ave

01/21/2026

| |  | | | | | | | | | | | |
|-------------------------|--|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 |
| Flash Don't 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) | 13.8 | 38.3 | 38.3 | 15.6 | 40.0 | 40.0 | 19.5 | 56.4 | 56.4 | 16.8 | 53.6 | 53.6 |
| Actuated g/C Ratio | 0.10 | 0.26 | 0.26 | 0.11 | 0.28 | 0.28 | 0.13 | 0.39 | 0.39 | 0.12 | 0.37 | 0.37 |
| v/c Ratio | 0.68 | 0.87 | 0.60 | 0.77 | 0.47 | 0.37 | 0.75 | 0.75 | 0.34 | 0.81 | 0.80 | 0.26 |
| Control Delay (s/veh) | 74.1 | 62.4 | 15.9 | 63.4 | 37.6 | 8.8 | 64.4 | 36.8 | 7.0 | 78.8 | 46.8 | 10.0 |
| Queue Delay | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 |
| Total Delay (s/veh) | 74.1 | 62.4 | 16.0 | 63.4 | 37.6 | 8.8 | 64.4 | 36.8 | 7.0 | 78.8 | 47.2 | 10.0 |
| LOS | E | E | B | E | D | A | E | D | A | E | D | A |
| Approach Delay (s/veh) | | 52.0 | | | 38.7 | | | 38.1 | | | 49.7 | |
| Approach LOS | | D | | | D | | | D | | | D | |
| Queue Length 50th (ft) | 106 | 393 | 71 | 109 | 203 | 73 | 169 | 395 | 15 | 156 | 480 | 25 |
| Queue Length 95th (ft) | 152 | 477 | 183 | 160 | 261 | 123 | 211 | 398 | 64 | 201 | 535 | 71 |
| Internal Link Dist (ft) | | 527 | | | 437 | | | 357 | | | 316 | |
| Turn Bay Length (ft) | 250 | | 450 | 250 | | 200 | 435 | | 240 | 300 | | 250 |
| Base Capacity (vph) | 364 | 964 | 633 | 390 | 998 | 603 | 461 | 1375 | 731 | 414 | 1309 | 668 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.61 | 0.85 | 0.60 | 0.73 | 0.46 | 0.36 | 0.75 | 0.75 | 0.34 | 0.78 | 0.82 | 0.26 |

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 145

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay (s/veh): 44.9

Intersection LOS: D

Intersection Capacity Utilization 73.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: Calumet Ave & 45th Ave

