



















Lanes, Volumes, Timings
11: Main St. N & 3rd Ave. NW/3rd Ave. NE

Cambridge - PM Peak with NLX Riders

8/8/2016

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	5	44	45	6	26	25	268	26	11	253	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
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
Frt		0.912			0.955			0.987			0.985	
Flt Protected		0.986			0.972		0.950			0.950		
Satd. Flow (prot)	0	1675	0	0	1729	0	1770	1839	0	1770	1835	0
Flt Permitted		0.986			0.972		0.950			0.950		
Satd. Flow (perm)	0	1675	0	0	1729	0	1770	1839	0	1770	1835	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		338			453			362			276	
Travel Time (s)		7.7			10.3			8.2			6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	5	48	49	7	28	27	291	28	12	275	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	74	0	0	84	0	27	319	0	12	305	0
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)		0			12			12			12	
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
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.0%
Analysis Period (min)	15
	ICU Level of Service A