

Sullivan Square with Underpass

Vistro File: C:\...ss underpass network with AM
volume.vistro

Scenario: Base Scenario

Report File: C:\...Sullivan Sq full report offset adjusted.pdf

4/4/2018

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Cambridge @ Spice, Beacham Ext.	Signalized	HCM 6th Edition	SB Right	0.425	8.9	A
2	Cambridge @ Maffa @ Alford @ Rutherford	Signalized	HCM 6th Edition	SB Left	0.717	30.5	C
3	Maffa @ Beacham, Beacham Ext.	Signalized	HCM 6th Edition	NB Thru	0.535	11.8	B
5	Beacham @ West	Signalized	HCM 6th Edition	WB Left	0.313	8.6	A
6	Beacham @ Arlington	Unknown	?		?	?	?
7	Rutherford @ Main SB	Two-way stop	HCM 6th Edition	NEB Thru	0.012	0.0	A
9	Alford @ Main	Signalized	HCM 6th Edition	SB Thru	0.316	7.3	A
11	Rutherford @ Rutherford SB	Unknown	?		?	?	?
12	Rutherford NB @ Rutherford	Signalized	HCM 6th Edition	NB Right	0.553	20.8	C
13	Main @ Bunke Hill @ Medford	Unknown	?		?	?	?
14	Alford @ West	Signalized	HCM 6th Edition	SWB Right	0.494	15.4	B
15	Rutherford @ Main NB	Signalized	HCM 6th Edition	NB Thru	0.376	11.3	B
16	Rutherford @ West Ext.	Signalized	HCM 6th Edition	NB Thru	0.297	4.1	A
17	Underpass North Entrance @ Exit E @ Exit W	Two-way stop	HCM 6th Edition	SB Thru	0.016	0.0	A
18	Underpass North Exit E @ Rutherford	Signalized	HCM 6th Edition	NB Thru	0.187	5.8	A
19	Alford @ Arlington @ Underpass North Entry	Signalized	HCM 6th Edition	WB Left	0.496	9.3	A
20	Underpass North Exit W @ Arlington Ext. EB	Signalized	HCM 6th Edition	NEB Thru	0.153	5.7	A
21	Underpass North Exit W @ Arlington Ext. WB	Two-way stop	HCM 6th Edition	NB Thru	0.002	0.0	A

22	Underpass North Exit W @ Rutherford	Two-way stop	HCM 6th Edition	NEB Thru	0.151	7.6	A
24	Main @ Beacham SW	Two-way stop	HCM 6th Edition	NEB Left	0.003	0.0	A
25	Main @ Beacham NE	Two-way stop	HCM 6th Edition	SWB Right	0.010	0.0	A
26	Main @ Beacham NW	Two-way stop	HCM 6th Edition	NWB Thru	0.165	7.7	A
27	Main @ Beacham SE	Two-way stop	HCM 6th Edition	SB Left	0.000	7.2	A
34	Rutherford SB Ped Xing	Signalized	HCM 6th Edition	SB Thru	0.462	5.9	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.