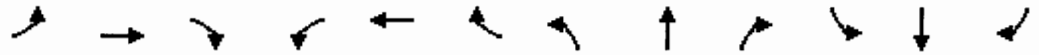


1: Gilbert Avenue & Middletown Road

Existing AM



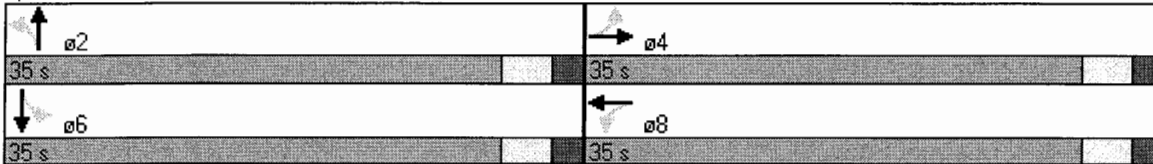
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Volume (vph)	8	283	28	33	96	14	28	82	137	17	71	9
Satd. Flow (prot)	0	1765	0	0	2100	0	0	1893	0	0	1840	0
Flt Permitted		0.993			0.881			0.964			0.935	
Satd. Flow (perm)	0	1754	0	0	1871	0	0	1836	0	0	1736	0
Satd. Flow (RTOR)								112			10	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	340	0	0	152	0	0	263	0	0	104	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	21.5	21.5		21.5	21.5		21.5	21.5		21.5	21.5	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	35.0	35.0	0.0	35.0	35.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
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)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		30.0			30.0			30.0			30.0	
Actuated g/C Ratio		0.43			0.43			0.43			0.43	
v/c Ratio		0.45			0.19			0.31			0.14	
Control Delay		16.6			9.9			8.5			11.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		16.6			9.9			8.5			11.6	
LOS		B			A			A			B	
Approach Delay		16.6			9.9			8.5			11.6	
Approach LOS		B			A			A			B	
Queue Length 50th (ft)		100			21			39			24	
Queue Length 95th (ft)		166			m35			84			51	
Internal Link Dist (ft)		240			1082			364			289	
Turn Bay Length (ft)												
Base Capacity (vph)		752			802			851			750	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.45			0.19			0.31			0.14	

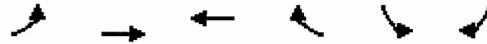
Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 29 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 45
 Control Type: Pretimed
 Maximum v/c Ratio: 0.45
 Intersection Signal Delay: 12.3
 Intersection Capacity Utilization 49.4%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 1: Gilbert Avenue & Middletown Road





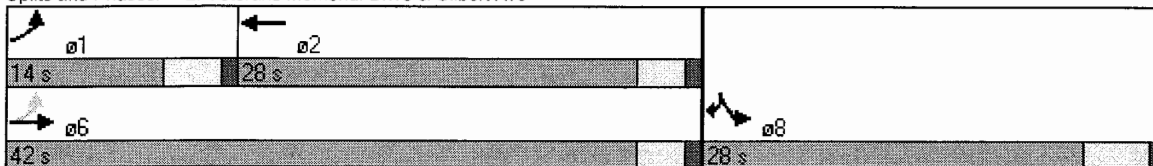
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	24	752	251	17	71	39
Satd. Flow (prot)	1865	3610	3548	0	1553	1389
Flt Permitted	0.494				0.950	
Satd. Flow (perm)	970	3610	3548	0	1553	1389
Satd. Flow (RTOR)			11			
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	917	327	0	87	48
Turn Type	pm+pt					Prot
Protected Phases	1	6	2		8	8
Permitted Phases	6					
Detector Phase	1	6	2		8	8
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	8.5	22.0	22.0		23.0	23.0
Total Split (s)	14.0	42.0	28.0	0.0	28.0	28.0
Total Split (%)	20.0%	60.0%	40.0%	0.0%	40.0%	40.0%
Yellow Time (s)	3.5	3.0	3.0		4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	4.5	4.0	4.0	4.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	Max	Max		None	None
Act Effct Green (s)	40.5	41.8	37.6		8.5	8.5
Actuated g/C Ratio	0.72	0.74	0.67		0.15	0.15
v/c Ratio	0.04	0.34	0.14		0.37	0.23
Control Delay	3.6	4.1	6.1		25.7	23.1
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.6	4.1	6.1		25.7	23.1
LOS	A	A	A		C	C
Approach Delay		4.1	6.1		24.8	
Approach LOS		A	A		C	
Queue Length 50th (ft)	2	51	14		26	14
Queue Length 95th (ft)	9	82	47		54	35
Internal Link Dist (ft)		397	404		149	
Turn Bay Length (ft)	85					80
Base Capacity (vph)	847	2675	2369		634	567
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.03	0.34	0.14		0.14	0.08

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 56.4
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.37
 Intersection Signal Delay: 6.5
 Intersection Capacity Utilization 32.2%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 2: Veterans Memorial Drive & Gilbert Ave



3: Blue Hill Plaza West & Veterans Mem Dvwy

Existing AM



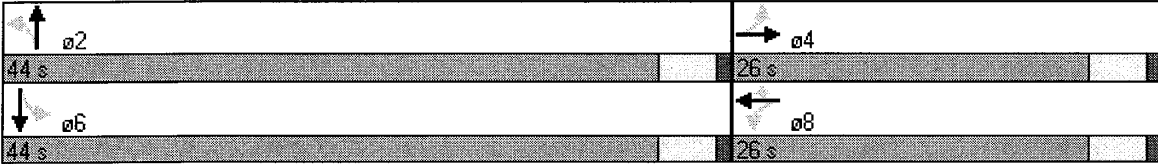
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑	↗		↑↗			↑↑	
Volume (vph)	13	0	0	1	0	1	82	254	3	5	459	0
Satd. Flow (prot)	0	1966	0	0	1888	1794	0	3610	0	0	3500	0
Flt Permitted								0.775			0.953	
Satd. Flow (perm)	0	2070	0	0	1987	1794	0	2831	0	0	3339	0
Satd. Flow (RTOR)						1		2				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	0	1	1	0	360	0	0	493	0
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	23.5	23.5		23.5	23.5	23.5	20.0	20.0		20.0	20.0	
Total Split (s)	26.0	26.0	0.0	26.0	26.0	26.0	44.0	44.0	0.0	44.0	44.0	0.0
Total Split (%)	37.1%	37.1%	0.0%	37.1%	37.1%	37.1%	62.9%	62.9%	0.0%	62.9%	62.9%	0.0%
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	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.5	4.5	4.5	4.0	4.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		8.3			8.0	8.0		55.7			55.7	
Actuated g/C Ratio		0.14			0.13	0.13		0.92			0.92	
v/c Ratio		0.05			0.00	0.00		0.14			0.16	
Control Delay		20.9			20.0	16.0		2.3			2.2	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		20.9			20.0	16.0		2.3			2.2	
LOS		C			B	B		A			A	
Approach Delay		20.9			18.0			2.3			2.2	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)		5			0	0		0			0	
Queue Length 95th (ft)		16			4	3		52			69	
Internal Link Dist (ft)		149			127			152			119	
Turn Bay Length (ft)												
Base Capacity (vph)		735			706	638		2596			3062	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.02			0.00	0.00		0.14			0.16	

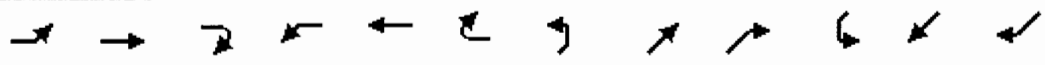
Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 60.7
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.16
 Intersection Signal Delay: 2.6
 Intersection Capacity Utilization 41.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 3: Blue Hill Plaza West & Veterans Mem Dvwy





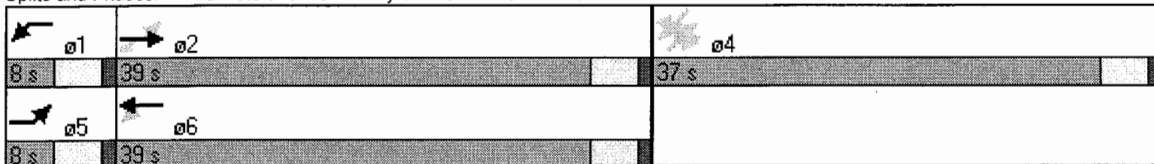
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	41	337	85	193	278	51	31	0	19	18	1	30
Satd. Flow (prot)	1770	3663	1639	1774	3354	0	0	1823	1794	0	1557	0
Flt Permitted	0.516			0.491				0.718			0.863	
Satd. Flow (perm)	962	3663	1639	917	3354	0	0	1378	1794	0	1368	0
Satd. Flow (RTOR)			104		30				23		37	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	411	104	235	401	0	0	38	23	0	60	0
Turn Type	pm+pt		Perm	pm+pt			custom		custom	custom		
Protected Phases	5	2		1	6							
Permitted Phases	2		2	6	6		4	4	4	4	4	
Detector Phase	5	2	2	1	6		4	4	4	4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.5	20.0	20.0	8.5	20.0		20.0	20.0	20.0	20.0	20.0	
Total Split (s)	8.0	39.0	39.0	8.0	39.0	0.0	37.0	37.0	37.0	37.0	37.0	0.0
Total Split (%)	9.5%	46.4%	46.4%	9.5%	46.4%	0.0%	44.0%	44.0%	44.0%	44.0%	44.0%	0.0%
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)	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	4.0	4.5	4.5	4.5	4.5	4.5	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	Max	Max	None	Max		None	None	None	None	None	
Act Effct Green (s)	38.3	34.8	34.8	40.3	39.4			7.1	7.1			7.1
Actuated g/C Ratio	0.68	0.61	0.61	0.71	0.70			0.13	0.13			0.13
v/c Ratio	0.07	0.18	0.10	0.33	0.17			0.22	0.09			0.29
Control Delay	3.0	5.8	1.8	4.5	4.9			26.3	11.6			16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Delay	3.0	5.8	1.8	4.5	4.9			26.3	11.6			16.8
LOS	A	A	A	A	A			C	B			B
Approach Delay		4.8			4.7			20.8				16.8
Approach LOS		A			A			C				B
Queue Length 50th (ft)	4	30	0	19	27			12	0			7
Queue Length 95th (ft)	10	47	13	37	44			32	15			32
Internal Link Dist (ft)		221			2699			458				376
Turn Bay Length (ft)	85		230	400								
Base Capacity (vph)	701	2251	1047	706	2341			798	1048			807
Starvation Cap Reductn	0	0	0	0	0			0	0			0
Spillback Cap Reductn	0	0	0	0	0			0	0			0
Storage Cap Reductn	0	0	0	0	0			0	0			0
Reduced v/c Ratio	0.07	0.18	0.10	0.33	0.17			0.05	0.02			0.07

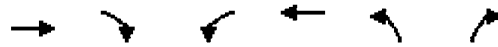
Intersection Summary

Cycle Length: 84
 Actuated Cycle Length: 56.6
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.33
 Intersection Signal Delay: 6.0
 Intersection Capacity Utilization 40.8%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 4: S Veterans Mem Dvwy & Blue Hill Plaza East





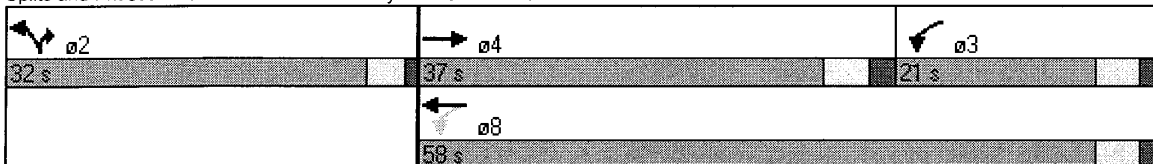
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	371	3	133	492	30	412
Satd. Flow (prot)	3763	0	1823	3645	1752	1567
Flt Permitted			0.483		0.950	
Satd. Flow (perm)	3763	0	927	3645	1752	1567
Satd. Flow (RTOR)	1					
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)						
Lane Group Flow (vph)	402	0	143	529	32	443
Turn Type			pm+pt			Prot
Protected Phases	4		3	8	2	2
Permitted Phases			8			
Minimum Split (s)	20.0		9.5	21.0	21.0	21.0
Total Split (s)	37.0	0.0	21.0	58.0	32.0	32.0
Total Split (%)	41.1%	0.0%	23.3%	64.4%	35.6%	35.6%
Yellow Time (s)	3.5		3.5	3.5	3.0	3.0
All-Red Time (s)	2.0		2.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	5.5	4.0	4.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Act Effct Green (s)	31.5		52.5	52.5	28.0	28.0
Actuated g/C Ratio	0.35		0.58	0.58	0.31	0.31
v/c Ratio	0.31		0.21	0.25	0.06	0.91
Control Delay	22.0		10.3	9.5	22.3	54.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	22.0		10.3	9.5	22.3	54.9
LOS	C		B	A	C	D
Approach Delay	22.0			9.7	52.7	
Approach LOS	C			A	D	
Queue Length 50th (ft)	86		34	71	13	240
Queue Length 95th (ft)	123		60	97	33	#421
Internal Link Dist (ft)	2699			840	354	
Turn Bay Length (ft)			230			85
Base Capacity (vph)	1318		695	2126	545	488
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.31		0.21	0.25	0.06	0.91

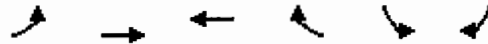
Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Yellow
 Natural Cycle: 55
 Control Type: Pretimed
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 26.1
 Intersection Capacity Utilization 43.8%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 5: S Veterans Mem Dvwy & Blue Hill South





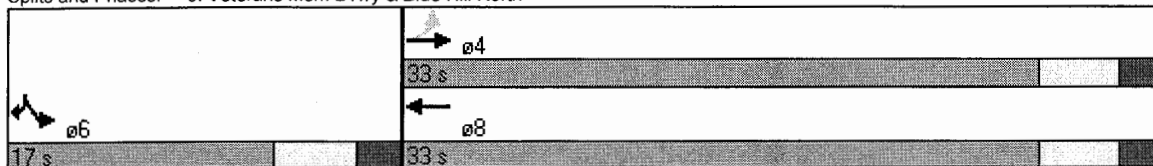
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↓		↘	↗
Volume (vph)	18	765	599	63	96	26
Satd. Flow (prot)	0	3690	3455	0	1668	1652
Flt Permitted		0.933			0.950	
Satd. Flow (perm)	0	3446	3455	0	1668	1652
Satd. Flow (RTOR)			36			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	889	753	0	109	30
Turn Type	Perm					Prot
Protected Phases		4	8		6	6
Permitted Phases	4					
Detector Phase	4	4	8		6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	22.0	22.0	22.0		10.0	10.0
Total Split (s)	33.0	33.0	33.0	0.0	17.0	17.0
Total Split (%)	66.0%	66.0%	66.0%	0.0%	34.0%	34.0%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	4.0	5.5	5.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	None	None	
Act Effct Green (s)		32.1	32.1	8.4	8.4	
Actuated g/C Ratio		0.67	0.67	0.17	0.17	
v/c Ratio		0.39	0.33	0.37	0.10	
Control Delay		5.9	5.2	20.8	16.6	
Queue Delay		0.0	0.0	0.0	0.0	
Total Delay		5.9	5.2	20.8	16.6	
LOS		A	A	C	B	
Approach Delay		5.9	5.2	19.9		
Approach LOS		A	A	B		
Queue Length 50th (ft)		58	44	26	7	
Queue Length 95th (ft)		103	81	58	22	
Internal Link Dist (ft)		382	1044	526		
Turn Bay Length (ft)				165		
Base Capacity (vph)		2296	2314	398	394	
Starvation Cap Reductn		0	0	0	0	
Spillback Cap Reductn		0	0	0	0	
Storage Cap Reductn		0	0	0	0	
Reduced v/c Ratio		0.39	0.33	0.27	0.08	

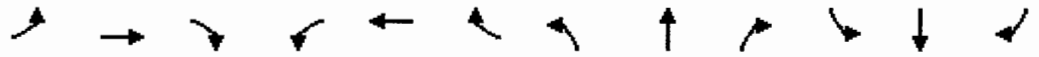
Intersection Summary

Cycle Length: 50
 Actuated Cycle Length: 48.2
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.39
 Intersection Signal Delay: 6.7
 Intersection Capacity Utilization 48.5%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 6: Veterans Mem Dvwy & Blue Hill North



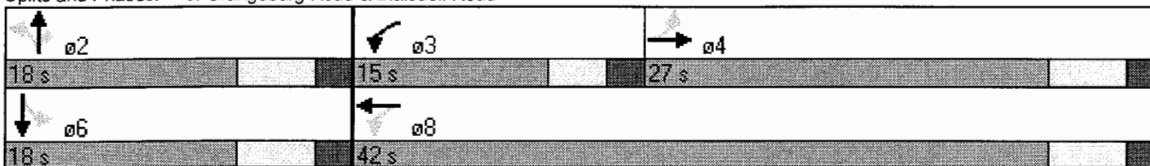


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕	↗		↕	
Volume (vph)	7	576	85	544	642	10	52	14	120	50	20	3
Satd. Flow (prot)	0	3468	0	0	3573	0	0	1715	1515	0	1940	0
Fit Permitted		0.932			0.558			0.717			0.750	
Satd. Flow (perm)	0	3236	0	0	2039	0	0	1278	1515	0	1505	0
Satd. Flow (RTOR)		29			2				132		3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	734	0	0	1314	0	0	72	132	0	80	0
Turn Type	Perm			pm+pt			Perm		Perm	Perm		
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8			2		2	6		6
Minimum Split (s)	20.0	20.0		10.0	20.0		20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	27.0	27.0	0.0	15.0	42.0	0.0	18.0	18.0	18.0	18.0	18.0	18.0
Total Split (%)	45.0%	45.0%	0.0%	25.0%	70.0%	0.0%	30.0%	30.0%	30.0%	30.0%	30.0%	0.0%
Yellow Time (s)	4.0	4.0		3.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
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)	6.0	6.0	4.0	5.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Act Effct Green (s)		21.0			36.0			12.0	12.0		12.0	
Actuated g/C Ratio		0.35			0.60			0.20	0.20		0.20	
v/c Ratio		0.64			1.25dl			0.28	0.32		0.26	
Control Delay		18.7			19.9			23.8	7.1		22.4	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		18.7			19.9			23.8	7.1		22.4	
LOS		B			B			C	A		C	
Approach Delay		18.7			19.9			13.0			22.4	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)		109			136			22	0		23	
Queue Length 95th (ft)		161			#247			54	37		m55	
Internal Link Dist (ft)		1499			1245			437			1296	
Turn Bay Length (ft)									220			
Base Capacity (vph)		1151			1454			256	409		303	
Starvation Cap Reductn		0			0			0	0		0	
Spillback Cap Reductn		0			0			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.64			0.90			0.28	0.32		0.26	

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 56 (93%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Pretimed
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 19.0
 Intersection Capacity Utilization 78.4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dl Defacto Left Lane. Recode with 1 though lane as a left lane.

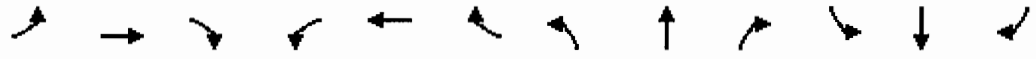
Splits and Phases: 8: Orangeburg Road & Blaisdell Road



New Revised

9: Orangeburg Road & Edgewood Road

Existing AM



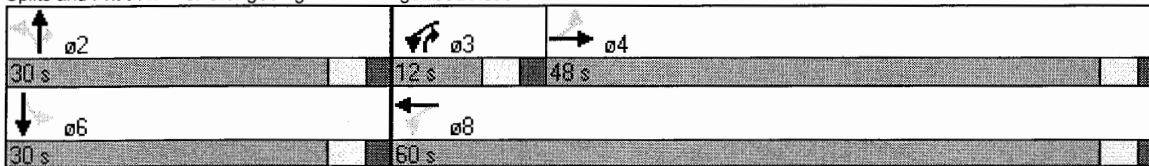
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↖	↕↕			↖	↖		↕↕	
Volume (vph)	0	707	39	62	1096	2	99	1	159	27	5	1
Satd. Flow (prot)	0	3628	0	1770	3539	0	0	1775	1636	0	3271	0
Flt Permitted				0.241				0.701			0.784	
Satd. Flow (perm)	0	3628	0	449	3539	0	0	1306	1636	0	2672	0
Satd. Flow (RTOR)									131		1	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	810	0	67	1193	0	0	109	173	0	35	0
Turn Type	Perm			pm+pt			Perm		pm+ov	Perm		
Protected Phases		4		3	8			2	3		6	
Permitted Phases	4			8			2		2	6		
Minimum Split (s)	28.0	28.0		21.0	28.0		26.0	26.0	21.0	26.0	26.0	
Total Split (s)	48.0	48.0	0.0	12.0	60.0	0.0	30.0	30.0	12.0	30.0	30.0	0.0
Total Split (%)	53.3%	53.3%	0.0%	13.3%	66.7%	0.0%	33.3%	33.3%	13.3%	33.3%	33.3%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
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)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	4.0
Lead/Lag	Lag	Lag		Lead					Lead			
Lead-Lag Optimize?	Yes	Yes		Yes					Yes			
Act Effct Green (s)		43.0		55.0	55.0			25.0	37.0		25.0	
Actuated g/C Ratio		0.48		0.61	0.61			0.28	0.41		0.28	
v/c Ratio		0.47		0.18	0.55			0.30	0.23		0.05	
Control Delay		16.9		9.1	12.8			28.4	6.1		23.6	
Queue Delay		0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay		16.9		9.1	12.8			28.4	6.1		23.6	
LOS		B		A	B			C	A		C	
Approach Delay		16.9			12.6			14.8			23.6	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)		156		13	220			49	14		7	
Queue Length 95th (ft)		205		30	299			95	53		18	
Internal Link Dist (ft)		1034			1374			690			577	
Turn Bay Length (ft)				380					300			
Base Capacity (vph)		1733		377	2163			363	750		743	
Starvation Cap Reductn		0		0	0			0	0		0	
Spillback Cap Reductn		0		0	0			0	0		0	
Storage Cap Reductn		0		0	0			0	0		0	
Reduced v/c Ratio		0.47		0.18	0.55			0.30	0.23		0.05	

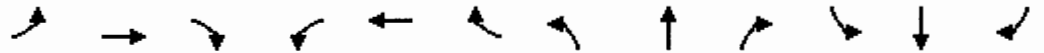
Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Pretimed
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 14.5
 Intersection Capacity Utilization 72.1%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 9: Orangeburg Road & Edgewood Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	161	571	190	40	357	33	147	39	22	23	56	148
Satd. Flow (prot)	1847	3575	1599	1685	3441	0	1752	1844	1515	1787	1881	1546
Flt Permitted	0.452			0.317			0.717			0.730		
Satd. Flow (perm)	879	3575	1599	562	3441	0	1322	1844	1515	1373	1881	1546
Satd. Flow (RTOR)												
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	175	621	207	43	424	0	160	42	24	25	61	161
Turn Type	pm+pt		Perm	pm+pt			Perm		pm+ov	Perm		pm+ov
Protected Phases	7	4		3	8			2	3		6	7
Permitted Phases	4		4	8			2		2	6		6
Minimum Split (s)	8.5	23.5	23.5	8.5	23.5		23.5	23.5	8.5	23.5	23.5	8.5
Total Split (s)	17.0	38.0	38.0	17.0	38.0	0.0	35.0	35.0	17.0	35.0	35.0	17.0
Total Split (%)	18.9%	42.2%	42.2%	18.9%	42.2%	0.0%	38.9%	38.9%	18.9%	38.9%	38.9%	18.9%
Yellow Time (s)	3.0	2.5	2.5	3.0	2.5		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.5	2.0	2.0	1.5	2.0		1.0	1.0	1.5	1.0	1.0	1.5
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	4.0	4.0	4.0	4.5	4.0	4.0	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			Yes
Act Effct Green (s)	46.0	33.5	33.5	46.0	33.5		31.0	31.0	47.5	31.0	31.0	47.5
Actuated g/C Ratio	0.51	0.37	0.37	0.51	0.37		0.34	0.34	0.53	0.34	0.34	0.53
v/c Ratio	0.30	0.47	0.35	0.10	0.33		0.35	0.07	0.03	0.05	0.09	0.20
Control Delay	22.6	40.8	39.6	9.6	21.1		24.8	20.3	10.4	20.2	20.6	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.6	40.8	39.6	9.6	21.1		24.8	20.3	10.4	20.2	20.6	12.0
LOS	C	D	D	A	C		C	C	B	C	C	B
Approach Delay		37.3			20.1			22.4			15.0	
Approach LOS		D			C			C			B	
Queue Length 50th (ft)	85	191	120	10	89		67	16	6	9	23	46
Queue Length 95th (ft)	141	247	190	25	127		121	38	18	27	51	81
Internal Link Dist (ft)		360			712			436			401	
Turn Bay Length (ft)	280		205	250			300			135		
Base Capacity (vph)	584	1331	595	443	1281		455	635	800	473	648	816
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.47	0.35	0.10	0.33		0.35	0.07	0.03	0.05	0.09	0.20

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 1.5 (2%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Pretimed
 Maximum v/c Ratio: 0.47
 Intersection Signal Delay: 28.6
 Intersection Capacity Utilization 45.5%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 10: Orangeburg Rd & Dutch Hill Rd

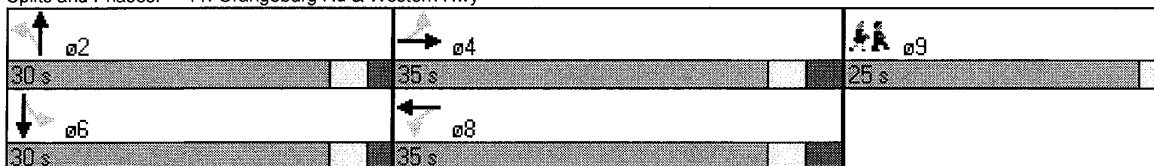
ø2	ø3	ø4
35 s	17 s	38 s
ø6	ø7	ø8
35 s	17 s	38 s

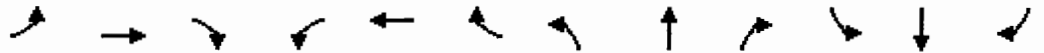


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Volume (vph)	95	497	24	38	363	33	23	146	50	57	110	44
Satd. Flow (prot)	0	3685	0	0	3518	0	0	2005	0	0	2005	0
Flt Permitted		0.796			0.858			0.958			0.866	
Satd. Flow (perm)	0	2957	0	0	3030	0	0	1930	0	0	1759	0
Satd. Flow (RTOR)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	628	0	0	443	0	0	223	0	0	215	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	27.0	27.0		27.0	27.0		27.0	27.0		27.0	27.0	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	38.9%	38.9%	0.0%	33.3%	33.3%	0.0%	33.3%	33.3%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
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)	6.0	6.0	4.0	6.0	6.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Act Effct Green (s)		29.5			29.5			25.4			25.4	
Actuated g/C Ratio		0.42			0.42			0.36			0.36	
v/c Ratio		0.50			0.35			0.32			0.34	
Control Delay		18.3			16.4			19.7			20.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		18.3			16.4			19.7			20.1	
LOS		B			B			B			C	
Approach Delay		18.3			16.4			19.7			20.1	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)		87			56			60			58	
Queue Length 95th (ft)		220			149			169			167	
Internal Link Dist (ft)		539			936			268			996	
Turn Bay Length (ft)												
Base Capacity (vph)		1246			1277			701			639	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.50			0.35			0.32			0.34	

Intersection Summary
 Cycle Length: 90
 Actuated Cycle Length: 70
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 18.2
 Intersection Capacity Utilization 66.9%
 Analysis Period (min): 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 11: Orangeburg Rd & Western Hwy

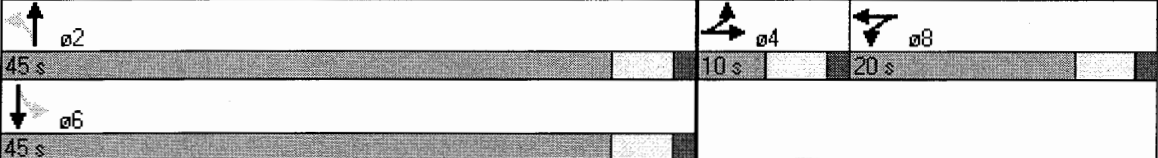




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Volume (vph)	1	0	2	4	0	70	1	283	5	133	253	1
Satd. Flow (prot)	0	1668	0	0	1572	0	0	1983	0	0	1892	0
Flt Permitted		0.984			0.998			0.999			0.775	
Satd. Flow (perm)	0	1668	0	0	1572	0	0	1981	0	0	1492	0
Satd. Flow (RTOR)								2				
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	81	0	0	317	0	0	425	0
Turn Type	Split			Split			Perm			Perm		
Protected Phases	4	4		8	8			2			6	6
Permitted Phases							2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		32.5	32.5		21.0	21.0		21.0	21.0	
Total Split (s)	10.0	10.0	0.0	20.0	20.0	0.0	45.0	45.0	0.0	45.0	45.0	0.0
Total Split (%)	13.3%	13.3%	0.0%	26.7%	26.7%	0.0%	60.0%	60.0%	0.0%	60.0%	60.0%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
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)	5.5	5.5	4.0	5.5	5.5	4.0	5.5	5.5	4.0	5.5	5.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		7.7			10.6			47.9			47.9	
Actuated g/C Ratio		0.11			0.15			0.68			0.68	
v/c Ratio		0.02			0.34			0.24			0.42	
Control Delay		29.0			31.5			11.2			14.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		29.0			31.5			11.2			14.3	
LOS		C			C			B			B	
Approach Delay		29.0			31.5			11.2			14.3	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)		1			26			35			55	
Queue Length 95th (ft)		9			88			250			#426	
Internal Link Dist (ft)		23			443			1075			1225	
Turn Bay Length (ft)												
Base Capacity (vph)		181			379			1348			1014	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.02			0.21			0.24			0.42	

Intersection Summary
 Cycle Length: 75
 Actuated Cycle Length: 70.5
 Natural Cycle: 75
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.42
 Intersection Signal Delay: 14.9
 Intersection LOS: B
 Intersection Capacity Utilization 54.4%
 ICU Level of Service A
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 12: Mountain View Ave & Western Hwy





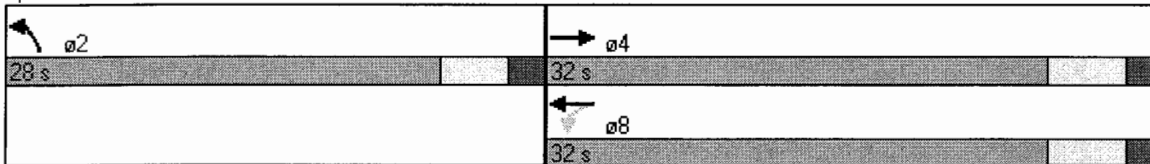
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↘	
Volume (vph)	131	37	94	86	12	32
Satd. Flow (prot)	1729	0	0	1754	1859	0
Fit Permitted				0.762	0.986	
Satd. Flow (perm)	1729	0	0	1372	1859	0
Satd. Flow (RTOR)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)						
Lane Group Flow (vph)	178	0	0	191	47	0
Turn Type			Perm			
Protected Phases	4			8	2	
Permitted Phases			8			
Minimum Split (s)	23.0		23.0	23.0	22.0	
Total Split (s)	32.0	0.0	32.0	32.0	28.0	0.0
Total Split (%)	53.3%	0.0%	53.3%	53.3%	46.7%	0.0%
Yellow Time (s)	4.0		4.0	4.0	3.5	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.0	6.0	6.0	5.5	4.0
Lead/Lag						
Lead-Lag Optimize?						
Act Effct Green (s)	26.0			26.0	22.5	
Actuated g/C Ratio	0.43			0.43	0.38	
v/c Ratio	0.24			0.32	0.07	
Control Delay	11.8			13.1	12.6	
Queue Delay	0.0			0.0	0.0	
Total Delay	11.8			13.1	12.6	
LOS	B			B	B	
Approach Delay	11.8			13.1	12.6	
Approach LOS	B			B	B	
Queue Length 50th (ft)	39			43	11	
Queue Length 95th (ft)	75			84	m28	
Internal Link Dist (ft)	872			667	1397	
Turn Bay Length (ft)						
Base Capacity (vph)	749			595	697	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.24			0.32	0.07	

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0.5 (1%), Referenced to phase 2:NBL and 6:, Start of Yellow
 Natural Cycle: 45
 Control Type: Pretimed
 Maximum v/c Ratio: 0.32
 Intersection Signal Delay: 12.5
 Intersection Capacity Utilization 36.8%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 15: Convent Road & 3rd Ave





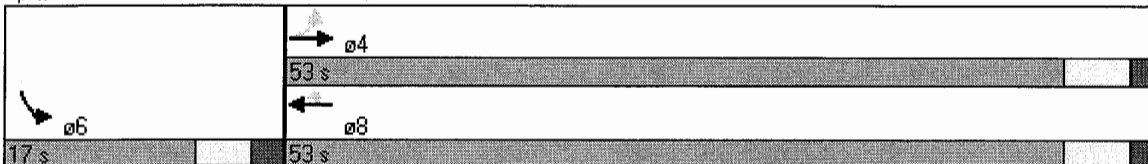
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↗	↖	↗	↖	
Volume (vph)	14	437	130	128	339	13
Satd. Flow (prot)	0	1833	1956	1607	1827	0
Flt Permitted		0.992			0.954	
Satd. Flow (perm)	0	1822	1956	1607	1827	0
Satd. Flow (RTOR)				139	2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	490	141	139	382	0
Turn Type	Perm			Perm		
Protected Phases		4	8		6	
Permitted Phases	4			8		
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	
Total Split (s)	53.0	53.0	53.0	53.0	17.0	0.0
Total Split (%)	75.7%	75.7%	75.7%	75.7%	24.3%	0.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.5	4.0
Lead/Lag						
Lead-Lag Optimize?						
Act Effct Green (s)		47.0	47.0	47.0	11.5	
Actuated g/C Ratio		0.67	0.67	0.67	0.16	
v/c Ratio		0.40	0.11	0.12	1.26	
Control Delay		14.1	4.3	1.1	172.2	
Queue Delay		0.0	0.0	0.0	0.0	
Total Delay		14.1	4.3	1.1	172.2	
LOS		B	A	A	F	
Approach Delay		14.1	2.7		172.2	
Approach LOS		B	A		F	
Queue Length 50th (ft)		155	18	0	~213	
Queue Length 95th (ft)		214	34	14	#374	
Internal Link Dist (ft)		1082	397		512	
Turn Bay Length (ft)						
Base Capacity (vph)		1223	1313	1125	302	
Starvation Cap Reductn		0	0	0	0	
Spillback Cap Reductn		0	0	0	0	
Storage Cap Reductn		0	0	0	0	
Reduced v/c Ratio		0.40	0.11	0.12	1.26	

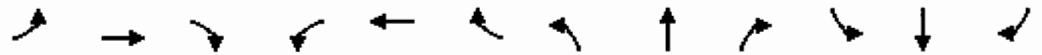
Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Yellow
 Natural Cycle: 45
 Control Type: Pretimed
 Maximum v/c Ratio: 1.26
 Intersection Signal Delay: 63.8
 Intersection Capacity Utilization 63.5%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service B

~ 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: 21: Gilbert Avenue & Old Middletown Rd





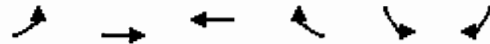
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			
Lane Configurations		↔			↔			↕			↕				
Volume (veh/h)	23	662	176	27	642	8	9	1	4	2	0	11			
Sign Control		Free			Free			Stop			Stop				
Grade		-2%			-2%			-2%			0%				
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82			
Hourly flow rate (vph)	28	807	215	33	783	10	11	1	5	2	0	13			
Pedestrians															
Lane Width (ft)															
Walking Speed (ft/s)															
Percent Blockage															
Right turn flare (veh)															
Median type	None					None									
Median storage (veh)															
Upstream signal (ft)	1124														
pX, platoon unblocked				0.96			0.96			0.96			0.96		
vC, conflicting volume	793			1022			1441			1829			511		
vC1, stage 1 conf vol															
vC2, stage 2 conf vol															
vCu, unblocked vol	793			945			1381			1784			414		
tC, single (s)	4.1			4.1			7.5			6.5			6.9		
tC, 2 stage (s)															
tF (s)	2.2			2.2			3.5			4.0			3.3		
p0 queue free %	97			95			88			98			99		
cM capacity (veh/h)	824			695			92			72			565		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	432	618	424	401	17	16
Volume Left	28	0	33	0	11	2
Volume Right	0	215	0	10	5	13
cSH	824	1700	695	1700	117	363
Volume to Capacity	0.03	0.36	0.05	0.24	0.15	0.04
Queue Length 95th (ft)	3	0	4	0	12	3
Control Delay (s)	1.0	0.0	1.4	0.0	40.9	15.4
Lane LOS	A		A		E	C
Approach Delay (s)	0.4		0.7		40.9	15.4
Approach LOS					E	C

Intersection Summary						
Average Delay	1.0					
Intersection Capacity Utilization	51.0%		ICU Level of Service			A
Analysis Period (min)	15					



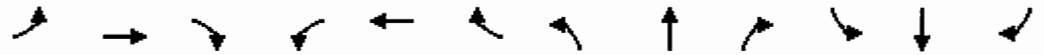
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	14	91	63	274	308	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	16	102	71	308	346	34
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)				1305		
pX, platoon unblocked						
vC, conflicting volume	812	363	380			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	812	363	380			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	85	94			
cM capacity (veh/h)	327	682	1179			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	118	379	380			
Volume Left	16	71	0			
Volume Right	102	0	34			
cSH	596	1179	1700			
Volume to Capacity	0.20	0.06	0.22			
Queue Length 95th (ft)	18	5	0			
Control Delay (s)	12.5	2.0	0.0			
Lane LOS	B	A				
Approach Delay (s)	12.5	2.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			2.6			
Intersection Capacity Utilization			52.3%	ICU Level of Service		A
Analysis Period (min)			15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Volume (veh/h)	45	118	73	29	61	107
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	47	124	77	31	64	113
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)		747				
pX, platoon unblocked						
vC, conflicting volume	107				311	92
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	107				311	92
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				90	88
cM capacity (veh/h)	1483				660	965

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	172	107	177
Volume Left	47	0	64
Volume Right	0	31	113
cSH	1483	1700	826
Volume to Capacity	0.03	0.06	0.21
Queue Length 95th (ft)	2	0	20
Control Delay (s)	2.3	0.0	10.5
Lane LOS	A		B
Approach Delay (s)	2.3	0.0	10.5
Approach LOS			B

Intersection Summary			
Average Delay		4.9	
Intersection Capacity Utilization		32.0%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	4	147	8	11	80	7	4	2	0	21	15	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	4	153	8	11	83	7	4	2	0	22	16	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	91			161			290	279	157	277	280	87
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	91			161			290	279	157	277	280	87
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			99			99	100	100	97	97	99
cM capacity (veh/h)	1504			1417			640	622	888	669	622	972

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	166	102	6	44
Volume Left	4	11	4	22
Volume Right	8	7	0	6
cSH	1504	1417	634	681
Volume to Capacity	0.00	0.01	0.01	0.06
Queue Length 95th (ft)	0	1	1	5
Control Delay (s)	0.2	0.9	10.7	10.7
Lane LOS	A	A	B	B
Approach Delay (s)	0.2	0.9	10.7	10.7
Approach LOS			B	B

Intersection Summary			
Average Delay		2.1	
Intersection Capacity Utilization	20.2%		ICU Level of Service
Analysis Period (min)		15	A

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↖	↗
Volume (veh/h)	135	131	30	69	48	15
Sign Control	Free			Free	Stop	
Grade	-10%			-3%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	141	136	31	72	50	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						2
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			141		275	141
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			141		275	141
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		93	98
cM capacity (veh/h)			1443		699	907
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	141	136	103	66		
Volume Left	0	0	31	50		
Volume Right	0	136	0	16		
cSH	1700	1700	1443	918		
Volume to Capacity	0.08	0.08	0.02	0.07		
Queue Length 95th (ft)	0	0	2	6		
Control Delay (s)	0.0	0.0	2.4	10.2		
Lane LOS			A	B		
Approach Delay (s)	0.0		2.4	10.2		
Approach LOS				B		
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			25.7%		ICU Level of Service	A
Analysis Period (min)			15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↕	↕	
Volume (veh/h)	24	25	12	85	219	51
Sign Control	Stop			Free	Free	
Grade	0%			-3%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	28	29	14	98	252	59
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	406	281	310			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	406	281	310			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	96	99			
cM capacity (veh/h)	594	758	1250			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	56	111	310			
Volume Left	28	14	0			
Volume Right	29	0	59			
cSH	668	1250	1700			
Volume to Capacity	0.08	0.01	0.18			
Queue Length 95th (ft)	7	1	0			
Control Delay (s)	10.9	1.1	0.0			
Lane LOS	B	A				
Approach Delay (s)	10.9	1.1	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization		24.6%		ICU Level of Service		A
Analysis Period (min)			15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕			↕	↕	
Volume (veh/h)	18	30	50	25	36	17
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	20	34	57	28	41	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			55		180	38
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			55		180	38
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		95	98
cM capacity (veh/h)			1551		780	1035

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	55	85	60
Volume Left	0	57	41
Volume Right	34	0	19
cSH	1700	1551	847
Volume to Capacity	0.03	0.04	0.07
Queue Length 95th (ft)	0	3	6
Control Delay (s)	0.0	5.0	9.6
Lane LOS		A	A
Approach Delay (s)	0.0	5.0	9.6
Approach LOS			A

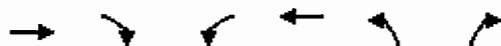
Intersection Summary			
Average Delay		5.0	
Intersection Capacity Utilization		20.8%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Volume (veh/h)	15	15	10	51	33	11
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	17	17	11	57	37	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	69				90	40
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	69				90	40
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				96	99
cM capacity (veh/h)	1533				900	1031

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	34	69	49
Volume Left	17	0	37
Volume Right	0	57	12
cSH	1533	1700	930
Volume to Capacity	0.01	0.04	0.05
Queue Length 95th (ft)	1	0	4
Control Delay (s)	3.7	0.0	9.1
Lane LOS	A		A
Approach Delay (s)	3.7	0.0	9.1
Approach LOS			A

Intersection Summary			
Average Delay		3.8	
Intersection Capacity Utilization		18.3%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Volume (veh/h)	53	16	2	65	15	9
Sign Control	Free			Free	Stop	
Grade	2%			0%	-2%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	58	17	2	71	16	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			75		141	66
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			75		141	66
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		98	99
cM capacity (veh/h)			1524		850	997

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	75	73	26
Volume Left	0	2	16
Volume Right	17	0	10
cSH	1700	1524	900
Volume to Capacity	0.04	0.00	0.03
Queue Length 95th (ft)	0	0	2
Control Delay (s)	0.0	0.2	9.1
Lane LOS		A	A
Approach Delay (s)	0.0	0.2	9.1
Approach LOS			A

Intersection Summary			
Average Delay		1.5	
Intersection Capacity Utilization		15.0%	ICU Level of Service
Analysis Period (min)		15	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↑	↘		↘
Volume (veh/h)	68	26	58	80	42	65
Sign Control	Stop		Free			Free
Grade	-1%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	74	28	63	87	46	71
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	268	107			150	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	268	107			150	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	89	97			97	
cM capacity (veh/h)	698	948			1431	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	102	150	116
Volume Left	74	0	46
Volume Right	28	87	0
cSH	753	1700	1431
Volume to Capacity	0.14	0.09	0.03
Queue Length 95th (ft)	12	0	2
Control Delay (s)	10.5	0.0	3.1
Lane LOS	B		A
Approach Delay (s)	10.5	0.0	3.1
Approach LOS	B		

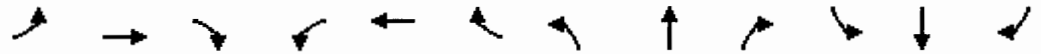
Intersection Summary			
Average Delay		3.9	
Intersection Capacity Utilization		29.1%	ICU Level of Service
Analysis Period (min)		15	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	3	140	64	4	63	4	31	18	5	3	25	11
Sign Control		Free			Free			Stop			Stop	
Grade		-5%			0%			2%			2%	
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
Hourly flow rate (vph)	3	152	70	4	68	4	34	20	5	3	27	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	73			222			298	275	187	288	308	71
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	73			222			298	275	187	288	308	71
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			95	97	99	99	95	99
cM capacity (veh/h)	1527			1347			621	629	855	641	603	992

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	225	77	59	42
Volume Left	3	4	34	3
Volume Right	70	4	5	12
cSH	1527	1347	640	681
Volume to Capacity	0.00	0.00	0.09	0.06
Queue Length 95th (ft)	0	0	8	5
Control Delay (s)	0.1	0.5	11.2	10.6
Lane LOS	A	A	B	B
Approach Delay (s)	0.1	0.5	11.2	10.6
Approach LOS			B	B

Intersection Summary			
Average Delay		2.9	
Intersection Capacity Utilization	28.5%		ICU Level of Service
Analysis Period (min)		15	A



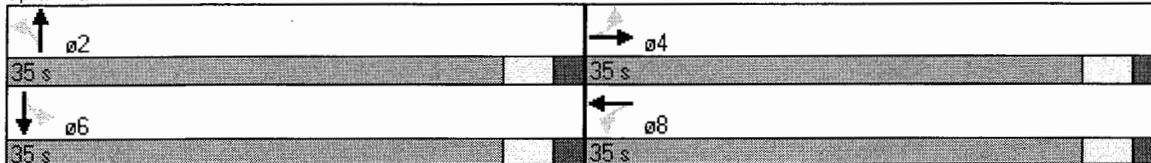
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	10	190	36	53	425	18	44	116	68	13	128	19
Satd. Flow (prot)	0	1747	0	0	2130	0	0	1957	0	0	1844	0
Flt Permitted		0.975			0.939			0.919			0.972	
Satd. Flow (perm)	0	1707	0	0	2010	0	0	1817	0	0	1799	0
Satd. Flow (RTOR)								39			12	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	260	0	0	545	0	0	250	0	0	176	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	21.5	21.5		21.5	21.5		21.5	21.5		21.5	21.5	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	35.0	35.0	0.0	35.0	35.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
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)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		30.0			30.0			30.0			30.0	
Actuated g/C Ratio		0.43			0.43			0.43			0.43	
v/c Ratio		0.36			0.63			0.31			0.23	
Control Delay		15.2			15.2			12.3			12.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.2			15.2			12.3			12.7	
LOS		B			B			B			B	
Approach Delay		15.2			15.2			12.3			12.7	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		73			181			56			43	
Queue Length 95th (ft)		126			m278			105			81	
Internal Link Dist (ft)		240			1082			384			289	
Turn Bay Length (ft)												
Base Capacity (vph)		732			861			801			778	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.36			0.63			0.31			0.23	

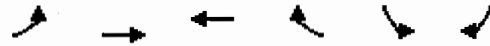
Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 29 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 45
 Control Type: Pretimed
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 14.3
 Intersection Capacity Utilization 74.9%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 1: Gilbert Avenue & Middletown Road





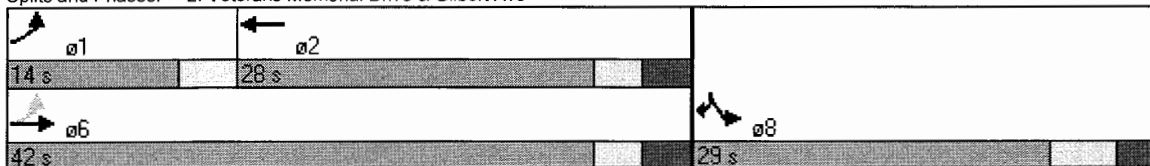
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	58	388	883	85	14	27
Satd. Flow (prot)	1865	3610	3537	0	1553	1389
Flt Permitted	0.236				0.950	
Satd. Flow (perm)	463	3610	3537	0	1553	1389
Satd. Flow (RTOR)			15			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	408	1018	0	15	28
Turn Type	pm+pt					Prot
Protected Phases	1	6	2		8	8
Permitted Phases	6					
Detector Phase	1	6	2		8	8
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	8.0	22.0	22.0		23.0	23.0
Total Split (s)	14.0	42.0	28.0	0.0	29.0	29.0
Total Split (%)	19.7%	59.2%	39.4%	0.0%	40.8%	40.8%
Yellow Time (s)	3.5	3.0	3.0		4.0	4.0
All-Red Time (s)	0.0	3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	4.0	7.0	7.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	Max	Max		None	None
Act Effect Green (s)	44.7	46.0	42.1		6.7	6.7
Actuated g/C Ratio	0.83	0.85	0.78		0.12	0.12
v/c Ratio	0.11	0.13	0.37		0.08	0.16
Control Delay	2.8	2.6	6.7		21.5	23.1
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	2.8	2.6	6.7		21.5	23.1
LOS	A	A	A		C	C
Approach Delay		2.6	6.7		22.5	
Approach LOS		A	A		C	
Queue Length 50th (ft)	0	0	0		3	6
Queue Length 95th (ft)	14	40	188		18	28
Internal Link Dist (ft)		397	404		149	
Turn Bay Length (ft)	85					80
Base Capacity (vph)	661	3080	2769		643	575
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.09	0.13	0.37		0.02	0.05

Intersection Summary

Cycle Length: 71
 Actuated Cycle Length: 53.9
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.37
 Intersection Signal Delay: 5.9
 Intersection Capacity Utilization 47.9%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 2: Veterans Memorial Drive & Gilbert Ave





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗			↖	↗		↖↗			↖↗	
Volume (vph)	371	0	0	4	0	6	6	591	2	2	373	0
Satd. Flow (prot)	0	1966	0	0	1888	1794	0	3654	0	0	3504	0
Flt Permitted		0.755			0.807			0.951			0.953	
Satd. Flow (perm)	0	1562	0	0	1603	1794	0	3478	0	0	3339	0
Satd. Flow (RTOR)						7		1				
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	417	0	0	4	7	0	673	0	0	421	0
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	23.0	23.0		23.0	23.0	23.0	20.0	20.0		20.0	20.0	
Total Split (s)	26.0	26.0	0.0	26.0	26.0	26.0	44.0	44.0	0.0	44.0	44.0	0.0
Total Split (%)	37.1%	37.1%	0.0%	37.1%	37.1%	37.1%	62.9%	62.9%	0.0%	62.9%	62.9%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	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	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		20.7			20.7	20.7		39.6			39.6	
Actuated g/C Ratio		0.30			0.30	0.30		0.58			0.58	
v/c Ratio		0.89			0.01	0.01		0.34			0.22	
Control Delay		46.0			16.8	10.3		8.5			7.7	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		46.0			16.8	10.3		8.5			7.7	
LOS		D			B	B		A			A	
Approach Delay		46.0			12.7			8.5			7.7	
Approach LOS		D			B			A			A	
Queue Length 50th (ft)		166			1	0		74			43	
Queue Length 95th (ft)		#312			7	8		103			64	
Internal Link Dist (ft)		149			127			152			119	
Turn Bay Length (ft)												
Base Capacity (vph)		500			513	579		2000			1920	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.83			0.01	0.01		0.34			0.22	

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 68.8
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 18.6
 Intersection LOS: B
 Intersection Capacity Utilization 54.9%
 ICU Level of Service A
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Blue Hill Plaza West & Veterans Mem Dvwy

↖ 02	↗ 04
44 s	26 s
↘ 06	↙ 08
44 s	26 s



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	24	404	25	43	481	29	79	0	158	28	2	39
Satd. Flow (prot)	1770	3663	1639	1774	3402	0	0	1823	1794	0	1565	0
Fit Permitted	0.428			0.475				0.836			0.835	
Satd. Flow (perm)	798	3663	1639	887	3402	0	0	1604	1794	0	1334	0
Satd. Flow (RTOR)			29		9				184		45	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	470	29	50	593	0	0	92	184	0	80	0
Turn Type	pm+pt		Perm	pm+pt			custom		custom	custom		
Protected Phases	5	2		1	6							
Permitted Phases	2		2	6	6		4	4	4	4	4	
Detector Phase	5	2	2	1	6		4	4	4	4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.5	20.0	20.0	8.5	20.0		20.0	20.0	20.0	20.0	20.0	
Total Split (s)	8.0	39.0	39.0	8.0	39.0	0.0	37.0	37.0	37.0	37.0	37.0	0.0
Total Split (%)	9.5%	46.4%	46.4%	9.5%	46.4%	0.0%	44.0%	44.0%	44.0%	44.0%	44.0%	0.0%
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)	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	4.0	4.5	4.5	4.5	4.5	4.5	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	Max	Max	None	Max		None	None	None	None	None	
Act Effct Green (s)	36.8	34.9	34.9	37.7	36.4		9.2	9.2	9.2		9.2	
Actuated g/C Ratio	0.64	0.61	0.61	0.65	0.63		0.16	0.16	0.16		0.16	
v/c Ratio	0.05	0.21	0.03	0.08	0.28		0.36	0.42	0.32		0.32	
Control Delay	3.9	6.6	3.2	3.9	6.2		26.6	7.4	16.0		16.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	3.9	6.6	3.2	3.9	6.2		26.6	7.4	16.0		16.0	
LOS	A	A	A	A	A		C	A	B		B	
Approach Delay		6.3			6.0		13.8		16.0		16.0	
Approach LOS		A			A		B		B		B	
Queue Length 50th (ft)	2	39	0	4	31		31	0	11		11	
Queue Length 95th (ft)	10	69	9	15	88		64	40	41		41	
Internal Link Dist (ft)		221			2699		458		376		376	
Turn Bay Length (ft)	85		230	400								
Base Capacity (vph)	570	2220	1005	635	2155		916	1103	781		781	
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	0.05	0.21	0.03	0.08	0.28		0.10	0.17	0.10		0.10	

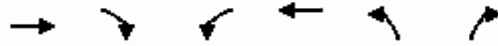
Intersection Summary

Cycle Length: 84
 Actuated Cycle Length: 57.6
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.42
 Intersection Signal Delay: 8.0
 Intersection Capacity Utilization 39.5%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 4: S Veterans Mem Dvwy & Blue Hill Plaza East

	ø1		ø2		ø4
8 s		39 s		37 s	
	ø5		ø6		
8 s		39 s			



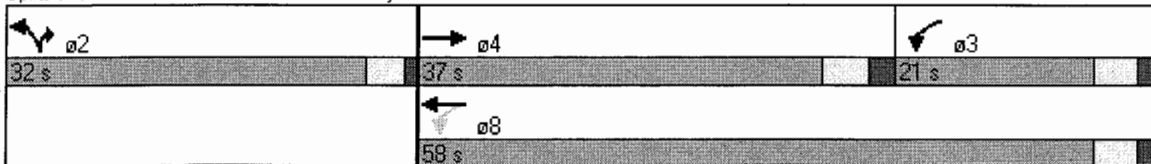
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↖	↗
Volume (vph)	555	35	376	545	8	197
Satd. Flow (prot)	3733	0	1823	3645	1752	1567
Flt Permitted			0.307		0.950	
Satd. Flow (perm)	3733	0	589	3645	1752	1567
Satd. Flow (RTOR)	8					
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	663	0	422	612	9	221
Turn Type			pm+pt			Prot
Protected Phases	4		3	8	2	2
Permitted Phases			8			
Minimum Split (s)	20.0		9.5	21.0	21.0	21.0
Total Split (s)	37.0	0.0	21.0	58.0	32.0	32.0
Total Split (%)	41.1%	0.0%	23.3%	64.4%	35.6%	35.6%
Yellow Time (s)	3.5		3.5	3.5	3.0	3.0
All-Red Time (s)	2.0		2.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	5.5	4.0	4.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Act Effct Green (s)	31.5		52.5	52.5	28.0	28.0
Actuated g/C Ratio	0.35		0.58	0.58	0.31	0.31
v/c Ratio	0.51		0.76	0.29	0.02	0.45
Control Delay	24.4		31.6	9.8	21.8	28.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	24.4		31.6	9.8	21.8	28.5
LOS	C		C	A	C	C
Approach Delay	24.4			18.7	28.3	
Approach LOS	C			B	C	
Queue Length 50th (ft)	152		120	84	4	100
Queue Length 95th (ft)	202		#187	112	14	166
Internal Link Dist (ft)	2699			840	354	
Turn Bay Length (ft)			230			85
Base Capacity (vph)	1312		556	2126	545	488
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.51		0.76	0.29	0.02	0.45

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Yellow
 Natural Cycle: 60
 Control Type: Pretimed
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 21.8
 Intersection Capacity Utilization 53.1%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 5: S Veterans Mem Dvwy & Blue Hill South



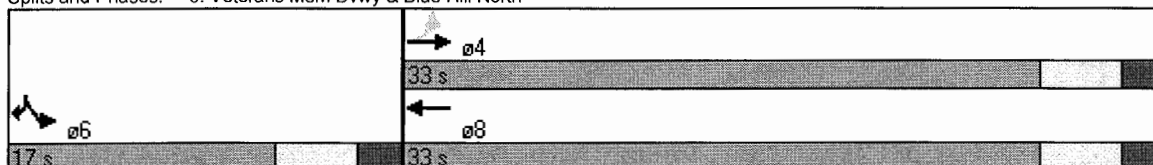


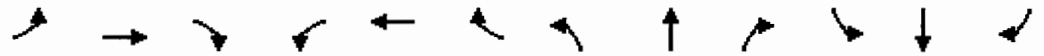
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↖	↗
Volume (vph)	29	723	896	210	141	25
Satd. Flow (prot)	0	3686	3406	0	1668	1652
Flt Permitted		0.883			0.950	
Satd. Flow (perm)	0	3262	3406	0	1668	1652
Satd. Flow (RTOR)			90			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	800	1176	0	150	27
Turn Type	Perm					Prot
Protected Phases		4	8		6	6
Permitted Phases	4					
Detector Phase	4	4	8		6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	22.0	22.0	22.0		10.0	10.0
Total Split (s)	33.0	33.0	33.0	0.0	17.0	17.0
Total Split (%)	66.0%	66.0%	66.0%	0.0%	34.0%	34.0%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	4.0	5.5	5.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max		None	None
Act Effct Green (s)		31.6	31.6		9.2	9.2
Actuated g/C Ratio		0.65	0.65		0.19	0.19
v/c Ratio		0.38	0.52		0.47	0.09
Control Delay		6.2	6.8		22.4	16.1
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		6.2	6.8		22.4	16.1
LOS		A	A		C	B
Approach Delay		6.2	6.8		21.4	
Approach LOS		A	A		C	
Queue Length 50th (ft)		56	85		37	6
Queue Length 95th (ft)		96	146		79	22
Internal Link Dist (ft)		382	1044		526	
Turn Bay Length (ft)					165	
Base Capacity (vph)		2133	2258		397	393
Starvation Cap Reductn		0	0		0	0
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0.38	0.52		0.38	0.07

Intersection Summary
 Cycle Length: 50
 Actuated Cycle Length: 48.4
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 7.8
 Intersection Capacity Utilization 58.2%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 6: Veterans Mem Dvwy & Blue Hill North



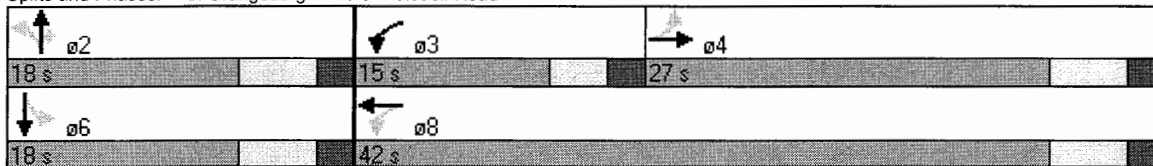


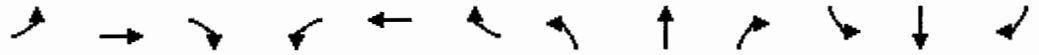
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕	↗		↕	
Volume (vph)	4	574	91	172	782	11	167	21	553	104	34	6
Satd. Flow (prot)	0	3468	0	0	3617	0	0	1706	1515	0	1934	0
Flt Permitted		0.948			0.590			0.701			0.648	
Satd. Flow (perm)	0	3288	0	0	2153	0	0	1250	1515	0	1299	0
Satd. Flow (RTOR)		32			3			420			3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	735	0	0	1060	0	0	207	608	0	158	0
Turn Type	Perm			pm+pt			Perm		Perm	Perm		
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8			2		2	6		
Minimum Split (s)	20.0	20.0		10.0	20.0		20.0	20.0	20.0	20.0	20.0	
Total Split (s)	27.0	27.0	0.0	15.0	42.0	0.0	18.0	18.0	18.0	18.0	18.0	0.0
Total Split (%)	45.0%	45.0%	0.0%	25.0%	70.0%	0.0%	30.0%	30.0%	30.0%	30.0%	30.0%	0.0%
Yellow Time (s)	4.0	4.0		3.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
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)	6.0	6.0	4.0	5.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lag	Lag		Lag								
Lead-Lag Optimize?	Yes	Yes		Yes								
Act Effct Green (s)		21.0			36.0			12.0	12.0		12.0	
Actuated g/C Ratio		0.35			0.60			0.20	0.20		0.20	
v/c Ratio		0.63			0.70			0.83	0.95		0.60	
Control Delay		18.4			9.9			53.2	36.6		33.0	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		18.4			9.9			53.2	36.6		33.0	
LOS		B			A			D	D		C	
Approach Delay		18.4			9.9			40.8			33.0	
Approach LOS		B			A			D			C	
Queue Length 50th (ft)		108			98			72	63		51	
Queue Length 95th (ft)		160			137			#176	#263		#120	
Internal Link Dist (ft)		1499			1245			437			1296	
Turn Bay Length (ft)									220			
Base Capacity (vph)		1172			1513			250	639		262	
Starvation Cap Reductn		0			0			0	0		0	
Spillback Cap Reductn		0			0			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.63			0.70			0.83	0.95		0.60	

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 56 (93%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Pretimed
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 22.6
 Intersection Capacity Utilization 76.0%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: Orangeburg Road & Blaisdell Road





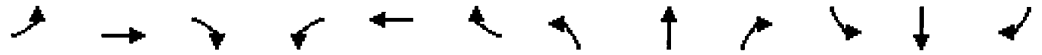
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↖	↕↕			↕	↗		↕↕	
Volume (vph)	0	1160	71	298	848	4	117	4	186	19	3	0
Satd. Flow (prot)	0	3624	0	1770	3536	0	0	1777	1636	0	3278	0
Flt Permitted				0.105				0.714			0.794	
Satd. Flow (perm)	0	3624	0	196	3536	0	0	1330	1636	0	2716	0
Satd. Flow (RTOR)								12				
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1353	0	327	936	0	0	133	204	0	24	0
Turn Type	Perm			pm+pt			Perm		pm+ov	Perm		
Protected Phases		4		3	8			2	3		6	
Permitted Phases	4			8			2		2	6		
Minimum Split (s)	28.0	28.0		21.0	28.0		26.0	26.0	21.0	26.0	26.0	
Total Split (s)	40.0	40.0	0.0	20.0	60.0	0.0	30.0	30.0	20.0	30.0	30.0	0.0
Total Split (%)	44.4%	44.4%	0.0%	22.2%	66.7%	0.0%	33.3%	33.3%	22.2%	33.3%	33.3%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0		0.0	2.0		2.0	2.0	0.0	2.0	2.0	
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)	5.0	5.0	4.0	3.0	5.0	4.0	5.0	5.0	3.0	5.0	5.0	4.0
Lead/Lag	Lag	Lag		Lead					Lead			
Lead-Lag Optimize?	Yes	Yes		Yes					Yes			
Act Effct Green (s)		35.0		57.0	55.0			25.0	47.0		25.0	
Actuated g/C Ratio		0.39		0.63	0.61			0.28	0.52		0.28	
v/c Ratio		0.96		0.78	0.43			0.36	0.24		0.03	
Control Delay		44.0		45.2	8.9			29.5	11.9		24.0	
Queue Delay		0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay		44.0		45.2	8.9			29.5	11.9		24.0	
LOS		D		D	A			C	B		C	
Approach Delay		44.0			18.3			18.9			24.0	
Approach LOS		D			B			B			C	
Queue Length 50th (ft)		386		149	108			61	56		5	
Queue Length 95th (ft)		#539		#260	133			113	97		15	
Internal Link Dist (ft)		1034			1374			690			577	
Turn Bay Length (ft)				380					300			
Base Capacity (vph)		1409		421	2161			369	860		754	
Starvation Cap Reductn		0		0	0			0	0		0	
Spillback Cap Reductn		0		0	0			0	0		0	
Storage Cap Reductn		0		0	0			0	0		0	
Reduced v/c Ratio		0.96		0.78	0.43			0.36	0.24		0.03	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 25 (28%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Pretimed
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 30.1
 Intersection LOS: C
 Intersection Capacity Utilization 83.8%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 9: Orangeburg Road & Edgewood Road

↑ ø2	↖ ø3	→ ø4
30 s	20 s	40 s
↓ ø6	← ø8	
30 s	60 s	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	196	591	179	27	633	34	201	93	34	35	66	152
Satd. Flow (prot)	1847	3575	1599	1685	3458	0	1752	1844	1515	1787	1881	1546
Flt Permitted	0.258			0.307			0.710			0.692		
Satd. Flow (perm)	502	3575	1599	545	3458	0	1309	1844	1515	1302	1881	1546
Satd. Flow (RTOR)												
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	213	642	195	29	725	0	218	101	37	38	72	165
Turn Type	pm+pt		Perm	pm+pt			Perm		pm+ov	Perm		pm+ov
Protected Phases	7	4		3	8			2	3		6	7
Permitted Phases	4		4	8			2		2	6		6
Minimum Split (s)	8.0	23.5	23.5	8.0	23.5		23.5	23.5	8.0	23.5	23.5	8.0
Total Split (s)	17.0	38.0	38.0	17.0	38.0	0.0	35.0	35.0	17.0	35.0	35.0	17.0
Total Split (%)	18.9%	42.2%	42.2%	18.9%	42.2%	0.0%	38.9%	38.9%	18.9%	38.9%	38.9%	18.9%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0		2.0	2.0	0.0	2.0	2.0	0.0
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)	3.0	5.0	5.0	3.0	5.0	4.0	5.0	5.0	3.0	5.0	5.0	3.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			Yes
Act Effct Green (s)	49.0	33.0	33.0	49.0	33.0		30.0	30.0	49.0	30.0	30.0	49.0
Actuated g/C Ratio	0.54	0.37	0.37	0.54	0.37		0.33	0.33	0.54	0.33	0.33	0.54
v/c Ratio	0.44	0.49	0.33	0.06	0.57		0.50	0.16	0.04	0.09	0.11	0.20
Control Delay	4.7	12.5	10.8	8.6	25.0		28.8	22.1	9.8	21.4	21.5	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.7	12.5	10.8	8.6	25.0		28.8	22.1	9.8	21.4	21.5	11.2
LOS	A	B	B	A	C		C	C	A	C	C	B
Approach Delay		10.6			24.4			25.0			15.3	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)	7	143	68	7	171		98	40	9	15	28	45
Queue Length 95th (ft)	m12	m151	m75	18	228		169	77	23	37	59	79
Internal Link Dist (ft)		360			712			436			401	
Turn Bay Length (ft)	280		205	250			300			135		
Base Capacity (vph)	483	1311	586	474	1268		436	615	825	434	627	842
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.49	0.33	0.06	0.57		0.50	0.16	0.04	0.09	0.11	0.20

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0.5 (1%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Pretimed
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 17.5
 Intersection LOS: B
 Intersection Capacity Utilization 58.9%
 ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Orangeburg Rd & Dutch Hill Rd

ø2	ø3	ø4
35 s	17 s	38 s
ø6	ø7	ø8
35 s	17 s	38 s



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Volume (vph)	75	541	44	43	553	43	59	177	41	63	156	82
Satd. Flow (prot)	0	3678	0	0	3528	0	0	2017	0	0	1993	0
Flt Permitted		0.742			0.854			0.862			0.869	
Satd. Flow (perm)	0	2745	0	0	3022	0	0	1757	0	0	1749	0
Satd. Flow (RTOR)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	741	0	0	717	0	0	311	0	0	338	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	27.0	27.0		27.0	27.0		27.0	27.0		27.0	27.0	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	38.9%	38.9%	0.0%	33.3%	33.3%	0.0%	33.3%	33.3%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
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)	6.0	6.0	4.0	6.0	6.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Act Effct Green (s)		29.5			29.5			25.4			25.4	
Actuated g/C Ratio		0.42			0.42			0.36			0.36	
v/c Ratio		0.64			0.56			0.49			0.53	
Control Delay		21.3			19.2			22.5			23.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		21.3			19.2			22.5			23.4	
LOS		C			B			C			C	
Approach Delay		21.3			19.2			22.5			23.4	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		111			103			89			99	
Queue Length 95th (ft)		#294			252			241			264	
Internal Link Dist (ft)		539			936			268			996	
Turn Bay Length (ft)												
Base Capacity (vph)		1157			1273			638			636	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.64			0.56			0.49			0.53	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 70
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 21.1
 Intersection LOS: C
 Intersection Capacity Utilization 72.8%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 11: Orangeburg Rd & Western Hwy

↑ 02 30 s	→ 04 35 s	↕ 09 25 s
↓ 06 30 s	← 08 35 s	

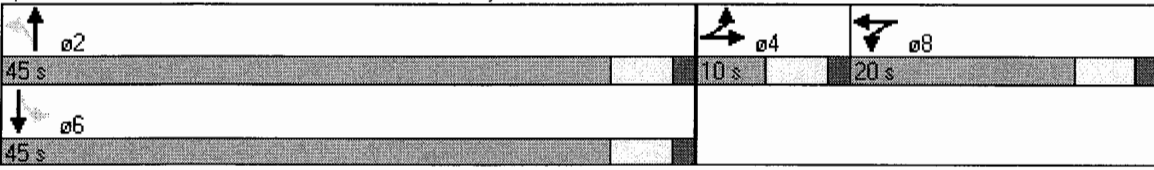


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	0	1	0	5	0	139	0	361	9	74	297	0
Satd. Flow (prot)	0	1863	0	0	1569	0	0	1981	0	0	1906	0
Flt Permitted					0.998						0.841	
Satd. Flow (perm)	0	1863	0	0	1569	0	0	1981	0	0	1619	0
Satd. Flow (RTOR)								3				
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	170	0	0	436	0	0	436	0
Turn Type	Split			Split			Perm			Perm		
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		32.5	32.5		21.0	21.0		21.0	21.0	
Total Split (s)	10.0	10.0	0.0	20.0	20.0	0.0	45.0	45.0	0.0	45.0	45.0	0.0
Total Split (%)	13.3%	13.3%	0.0%	26.7%	26.7%	0.0%	60.0%	60.0%	0.0%	60.0%	60.0%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
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)	5.5	5.5	4.0	5.5	5.5	4.0	5.5	5.5	4.0	5.5	5.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		7.7			13.4			41.8			41.8	
Actuated g/C Ratio		0.11			0.19			0.59			0.59	
v/c Ratio		0.00			0.57			0.37			0.46	
Control Delay		30.0			35.6			13.5			15.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		30.0			35.6			13.5			15.5	
LOS		C			D			B			B	
Approach Delay		30.0			35.6			13.5			15.5	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)		0			59			65			70	
Queue Length 95th (ft)		5			158			329			361	
Internal Link Dist (ft)		23			443			1075			1225	
Turn Bay Length (ft)												
Base Capacity (vph)		201			375			1166			952	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.00			0.45			0.37			0.46	

Intersection Summary
 Cycle Length: 75
 Actuated Cycle Length: 71
 Natural Cycle: 80
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 18.0
 Intersection Capacity Utilization 66.3%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 12: Mountainview Ave & Western Hwy



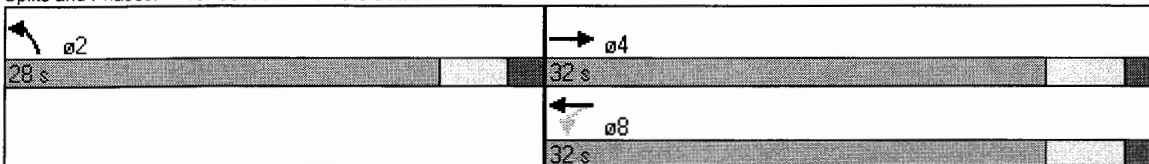


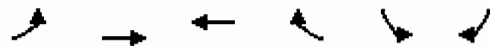
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↙	↘
Volume (vph)	106	28	72	168	36	87
Satd. Flow (prot)	1733	0	0	1774	1865	0
Flt Permitted				0.866	0.986	
Satd. Flow (perm)	1733	0	0	1559	1865	0
Satd. Flow (RTOR)						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Shared Lane Traffic (%)						
Lane Group Flow (vph)	147	0	0	264	136	0
Turn Type			Perm			
Protected Phases	4			8	2	
Permitted Phases			8			
Minimum Split (s)	23.0		23.0	23.0	22.0	
Total Split (s)	32.0	0.0	32.0	32.0	28.0	0.0
Total Split (%)	53.3%	0.0%	53.3%	53.3%	46.7%	0.0%
Yellow Time (s)	4.0		4.0	4.0	3.5	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.0	6.0	6.0	5.5	4.0
Lead/Lag						
Lead-Lag Optimize?						
Act Effct Green (s)	26.0			26.0	22.5	
Actuated g/C Ratio	0.43			0.43	0.38	
v/c Ratio	0.20			0.39	0.19	
Control Delay	11.4			13.8	13.6	
Queue Delay	0.0			0.0	0.0	
Total Delay	11.4			13.8	13.6	
LOS	B			B	B	
Approach Delay	11.4			13.8	13.6	
Approach LOS	B			B	B	
Queue Length 50th (ft)	31			62	32	
Queue Length 95th (ft)	63			114	65	
Internal Link Dist (ft)	872			667	1397	
Turn Bay Length (ft)						
Base Capacity (vph)	751			676	699	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.20			0.39	0.19	

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0.5 (1%), Referenced to phase 2:NBL and 6:, Start of Yellow
 Natural Cycle: 45
 Control Type: Pretimed
 Maximum v/c Ratio: 0.39
 Intersection Signal Delay: 13.1
 Intersection LOS: B
 Intersection Capacity Utilization 42.0%
 ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Convent Road & 3rd Ave





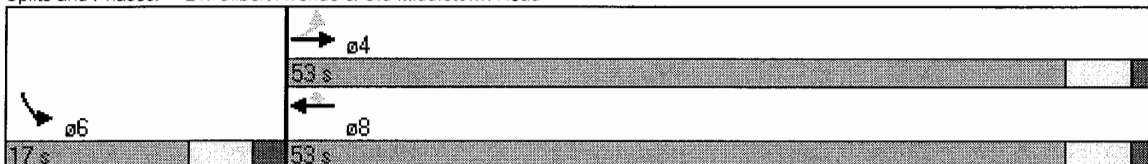
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↗	↖	↗	↖	
Volume (vph)	16	255	478	444	191	18
Satd. Flow (prot)	0	1831	1956	1607	1818	0
Flt Permitted		0.966			0.956	
Satd. Flow (perm)	0	1774	1956	1607	1818	0
Satd. Flow (RTOR)				483	6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	294	520	483	228	0
Turn Type	Perm			Perm		
Protected Phases		4	8		6	
Permitted Phases	4			8		
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	
Total Split (s)	53.0	53.0	53.0	53.0	17.0	0.0
Total Split (%)	75.7%	75.7%	75.7%	75.7%	24.3%	0.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Act Effct Green (s)		47.0	47.0	47.0	11.0	
Actuated g/c Ratio		0.67	0.67	0.67	0.16	
v/c Ratio		0.25	0.40	0.39	0.78	
Control Delay		11.9	6.2	1.5	48.7	
Queue Delay		0.0	0.5	0.0	0.0	
Total Delay		11.9	6.7	1.5	48.7	
LOS		B	A	A	D	
Approach Delay		11.9	4.2		48.7	
Approach LOS		B	A		D	
Queue Length 50th (ft)		82	84	0	93	
Queue Length 95th (ft)		141	132	25	#201	
Internal Link Dist (ft)		1082	397		512	
Turn Bay Length (ft)						
Base Capacity (vph)		1191	1313	1238	291	
Starvation Cap Reductn		0	378	0	0	
Spillback Cap Reductn		0	0	0	0	
Storage Cap Reductn		0	0	0	0	
Reduced v/c Ratio		0.25	0.56	0.39	0.78	

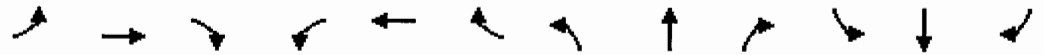
Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Yellow
 Natural Cycle: 45
 Control Type: Pretimed
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 12.3
 Intersection Capacity Utilization 51.8%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 21: Gilbert Avenue & Old Middletown Road





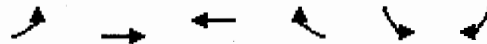
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Volume (veh/h)	14	642	208	52	896	7	182	1	22	5	4	28
Sign Control		Free			Free			Stop			Stop	
Grade		-2%			-2%			-2%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	15	690	224	56	963	8	196	1	24	5	4	30
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)		1124										
pX, platoon unblocked				0.99			0.99	0.99	0.99	0.99	0.99	
vC, conflicting volume	971			914			1458	1915	457	1478	2023	485
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	971			900			1448	1908	440	1468	2016	485
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
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 %	98			93			0	98	96	93	92	94
cM capacity (veh/h)	706			746			75	61	561	77	52	528

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	360	569	538	489	220	40
Volume Left	15	0	56	0	196	5
Volume Right	0	224	0	8	24	30
cSH	706	1700	746	1700	83	190
Volume to Capacity	0.02	0.33	0.07	0.29	2.66	0.21
Queue Length 95th (ft)	2	0	6	0	528	19
Control Delay (s)	0.7	0.0	2.0	0.0	860.2	28.9
Lane LOS	A		A		F	D
Approach Delay (s)	0.3		1.1		860.2	28.9
Approach LOS					F	D

Intersection Summary		
Average Delay		86.7
Intersection Capacity Utilization	79.4%	ICU Level of Service D
Analysis Period (min)		15



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙ ↘ ↙ ↕ ↘ ↙					
Volume (veh/h)	16	89	146	362	269	25
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	18	100	164	407	302	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)				1305		
pX, platoon unblocked	0.97					
vC, conflicting volume	1051	316	330			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1037	316	330			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	86	87			
cM capacity (veh/h)	215	724	1229			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	118	571	330			
Volume Left	18	164	0			
Volume Right	100	0	28			
cSH	532	1229	1700			
Volume to Capacity	0.22	0.13	0.19			
Queue Length 95th (ft)	21	12	0			
Control Delay (s)	13.7	3.5	0.0			
Lane LOS	B	A				
Approach Delay (s)	13.7	3.5	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			3.5			
Intersection Capacity Utilization			59.2%	ICU Level of Service	B	
Analysis Period (min)			15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Volume (veh/h)	101	92	160	88	65	80
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	115	105	182	100	74	91
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume						
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol						
tC, single (s)						
tC, 2 stage (s)						
tF (s)						
p0 queue free %						
cM capacity (veh/h)						

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	219	282	165
Volume Left	115	0	74
Volume Right	0	100	91
cSH	1281	1700	589
Volume to Capacity	0.09	0.17	0.28
Queue Length 95th (ft)	7	0	29
Control Delay (s)	4.6	0.0	13.5
Lane LOS	A		B
Approach Delay (s)	4.6	0.0	13.5
Approach LOS			B

Intersection Summary			
Average Delay		4.8	
Intersection Capacity Utilization		42.7%	ICU Level of Service
Analysis Period (min)		15	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	0	105	7	2	182	20	6	7	6	23	4	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	125	8	2	217	24	7	8	7	27	5	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)					952							
pX, platoon unblocked												
vC, conflicting volume	240			133			372	374	129	374	367	229
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	240			133			372	374	129	374	367	229
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			99	98	99	95	99	99
cM capacity (veh/h)	1326			1451			575	555	921	571	561	811
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	133	243	23	39								
Volume Left	0	2	7	27								
Volume Right	8	24	7	7								
cSH	1326	1451	643	602								
Volume to Capacity	0.00	0.00	0.04	0.07								
Queue Length 95th (ft)	0	0	3	5								
Control Delay (s)	0.0	0.1	10.8	11.4								
Lane LOS		A	B	B								
Approach Delay (s)	0.0	0.1	10.8	11.4								
Approach LOS			B	B								
Intersection Summary												
Average Delay			1.6									
Intersection Capacity Utilization			22.8%		ICU Level of Service				A			
Analysis Period (min)			15									



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↖	↗
Volume (veh/h)	86	151	22	179	204	30
Sign Control	Free			Free	Stop	
Grade	-10%			-3%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	95	166	24	197	224	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						2
Median type	None		None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			95		340	95
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			95		340	95
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		65	97
cM capacity (veh/h)			1500		646	962

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	95	166	221	257
Volume Left	0	0	24	224
Volume Right	0	166	0	33
cSH	1700	1700	1500	741
Volume to Capacity	0.06	0.10	0.02	0.35
Queue Length 95th (ft)	0	0	1	39
Control Delay (s)	0.0	0.0	0.9	12.9
Lane LOS			A	B
Approach Delay (s)	0.0		0.9	12.9
Approach LOS				B

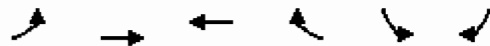
Intersection Summary			
Average Delay		4.8	
Intersection Capacity Utilization		35.3%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙ ↘ ↙ ↕ ↘ ↙					
Volume (veh/h)	68	41	28	354	203	31
Sign Control	Stop			Free	Free	
Grade	0%			-3%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	75	45	31	389	223	34
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None	None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	691	240	257			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	691	240	257			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	81	94	98			
cM capacity (veh/h)	401	799	1308			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	120	420	257			
Volume Left	75	31	0			
Volume Right	45	0	34			
cSH	493	1308	1700			
Volume to Capacity	0.24	0.02	0.15			
Queue Length 95th (ft)	24	2	0			
Control Delay (s)	14.6	0.8	0.0			
Lane LOS	B	A				
Approach Delay (s)	14.6	0.8	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			2.6			
Intersection Capacity Utilization			49.0%	ICU Level of Service	A	
Analysis Period (min)			15			



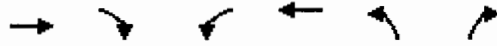
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕			↕	↕	
Volume (veh/h)	4	77	80	22	61	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	4	82	85	23	65	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			86		239	45
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			86		239	45
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		91	100
cM capacity (veh/h)			1510		707	1025
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	86	109	69			
Volume Left	0	85	65			
Volume Right	82	0	4			
cSH	1700	1510	721			
Volume to Capacity	0.05	0.06	0.10			
Queue Length 95th (ft)	0	4	8			
Control Delay (s)	0.0	6.0	10.5			
Lane LOS		A	B			
Approach Delay (s)	0.0	6.0	10.5			
Approach LOS			B			
Intersection Summary						
Average Delay			5.2			
Intersection Capacity Utilization			22.5%	ICU Level of Service		A
Analysis Period (min)			15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Volume (veh/h)	5	4	17	66	77	35
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	6	5	22	86	100	45
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	108				83	65
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	108				83	65
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				89	95
cM capacity (veh/h)	1483				915	999

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	12	108	145
Volume Left	6	0	100
Volume Right	0	86	45
cSH	1483	1700	939
Volume to Capacity	0.00	0.06	0.15
Queue Length 95th (ft)	0	0	14
Control Delay (s)	4.1	0.0	9.5
Lane LOS	A		A
Approach Delay (s)	4.1	0.0	9.5
Approach LOS			A

Intersection Summary			
Average Delay		5.4	
Intersection Capacity Utilization		18.0%	ICU Level of Service A
Analysis Period (min)		15	



















Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕			↕	↕	
Volume (veh/h)	70	7	10	72	12	5
Sign Control	Free			Free	Stop	
Grade	2%			0%	-2%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	76	8	11	78	13	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			84		180	80
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			84		180	80
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		98	99
cM capacity (veh/h)			1513		804	980

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	84	89	18
Volume Left	0	11	13
Volume Right	8	0	5
cSH	1700	1513	849
Volume to Capacity	0.05	0.01	0.02
Queue Length 95th (ft)	0	1	2
Control Delay (s)	0.0	1.0	9.3
Lane LOS		A	A
Approach Delay (s)	0.0	1.0	9.3
Approach LOS			A

Intersection Summary			
Average Delay		1.3	
Intersection Capacity Utilization		21.0%	ICU Level of Service A
Analysis Period (min)		15	



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	112	70	94	93	38	74
Sign Control	Stop		Free			Free
Grade	-1%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	122	76	102	101	41	80
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	316	153			203	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	316	153			203	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	81	91			97	
cM capacity (veh/h)	657	893			1368	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	198	203	122			
Volume Left	122	0	41			
Volume Right	76	101	0			
cSH	731	1700	1368			
Volume to Capacity	0.27	0.12	0.03			
Queue Length 95th (ft)	27	0	2			
Control Delay (s)	11.7	0.0	2.8			
Lane LOS	B		A			
Approach Delay (s)	11.7	0.0	2.8			
Approach LOS	B					
Intersection Summary						
Average Delay			5.1			
Intersection Capacity Utilization			37.1%		ICU Level of Service	A
Analysis Period (min)			15			

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	66	59	13	120	10	67	55	3	9	30	8
Sign Control		Free			Free			Stop			Stop	
Grade		-5%			0%			2%			2%	
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
Hourly flow rate (vph)	16	72	64	14	130	11	73	60	3	10	33	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	141			136			326	306	104	334	333	136
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	141			136			326	306	104	334	333	136
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			99			88	90	100	98	94	99
cM capacity (veh/h)	1442			1448			585	595	951	561	575	913
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	152	155	136	51								
Volume Left	16	14	73	10								
Volume Right	64	11	3	9								
cSH	1442	1448	595	610								
Volume to Capacity	0.01	0.01	0.23	0.08								
Queue Length 95th (ft)	1	1	22	7								
Control Delay (s)	0.9	0.8	12.8	11.4								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.9	0.8	12.8	11.4								
Approach LOS			B	B								
Intersection Summary												
Average Delay			5.2									
Intersection Capacity Utilization			31.0%		ICU Level of Service				A			
Analysis Period (min)			15									