



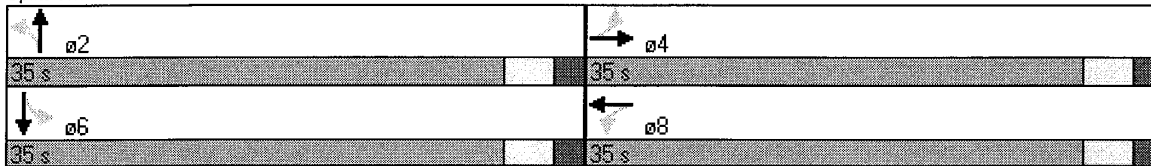
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	9	479	31	89	211	42	31	90	215	42	78	10
Satd. Flow (prot)	0	1772	0	0	2087	0	0	1873	0	0	1831	0
Flt Permitted		0.992			0.715			0.967			0.826	
Satd. Flow (perm)	0	1760	0	0	1512	0	0	1820	0	0	1537	0
Satd. Flow (RTOR)								160			8	
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	553	0	0	364	0	0	358	0	0	139	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		0.73			0.56			0.41			0.21	
Control Delay		23.8			14.8			9.0			12.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		23.8			14.8			9.0			12.9	
LOS		C			B			A			B	
Approach Delay		23.8			14.8			9.0			12.9	
Approach LOS		C			B			A			B	
Queue Length 50th (ft)		191			116			53			34	
Queue Length 95th (ft)		306			m191			111			68	
Internal Link Dist (ft)		240			1082			384			289	
Turn Bay Length (ft)												
Base Capacity (vph)		754			648			871			663	
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		0.73			0.56			0.41			0.21	

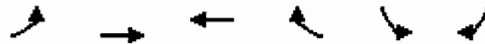
Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 29 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 50
 Control Type: Pretimed
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 16.7
 Intersection Capacity Utilization 79.4%
 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





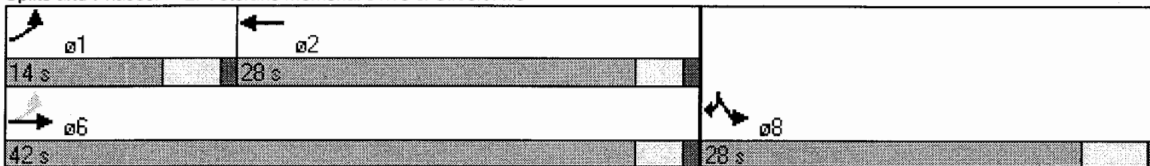
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	27	1081	458	23	99	46
Satd. Flow (prot)	1865	3610	3559	0	1553	1389
Flt Permitted	0.373				0.950	
Satd. Flow (perm)	732	3610	3559	0	1553	1389
Satd. Flow (RTOR)			8			
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	1318	587	0	121	56
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)	40.6	41.9	37.7		9.7	9.7
Actuated g/C Ratio	0.71	0.73	0.66		0.17	0.17
v/c Ratio	0.05	0.50	0.25		0.46	0.24
Control Delay	4.2	5.7	7.2		27.1	22.6
Queue Delay	0.0	0.1	0.0		0.0	0.0
Total Delay	4.2	5.8	7.2		27.1	22.6
LOS	A	A	A		C	C
Approach Delay		5.7	7.2		25.6	
Approach LOS		A	A		C	
Queue Length 50th (ft)	3	95	32		37	17
Queue Length 95th (ft)	11	149	92		70	39
Internal Link Dist (ft)		397	404		149	
Turn Bay Length (ft)	85					80
Base Capacity (vph)	704	2628	2334		622	556
Starvation Cap Reductn	0	304	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.05	0.57	0.25		0.19	0.10

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 57.5
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 7.8
 Intersection Capacity Utilization 42.9%
 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)	18	0	3	6	0	22	132	407	4	10	629	542
Satd. Flow (prot)	0	1949	0	0	1888	1794	0	3610	0	0	3262	0
Flt Permitted		0.793			0.851			0.600			0.950	
Satd. Flow (perm)	0	1612	0	0	1691	1794	0	2192	0	0	3099	0
Satd. Flow (RTOR)		3				23		2			501	
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	22	0	0	6	23	0	577	0	0	1257	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)		8.2			8.1	8.1		50.3			50.3	
Actuated g/C Ratio		0.14			0.14	0.14		0.86			0.86	
v/c Ratio		0.10			0.03	0.09		0.31			0.46	
Control Delay		18.8			19.5	9.6		3.7			2.8	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		18.8			19.5	9.6		3.7			2.8	
LOS		B			B	A		A			A	
Approach Delay		18.8			11.7			3.7			2.8	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		5			2	0		0			0	
Queue Length 95th (ft)		21			10	15		96			138	
Internal Link Dist (ft)		149			127			152			119	
Turn Bay Length (ft)												
Base Capacity (vph)		598			626	678		1886			2736	
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		0.04			0.01	0.03		0.31			0.46	

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 58.5
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay: 3.4
 Intersection Capacity Utilization 69.4%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service C

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

↑ ø2 44 s	→ ø4 26 s
↓ ø6 44 s	← ø8 26 s



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	46	458	222	300	467	61	40	0	58	41	1	38
Satd. Flow (prot)	1770	3663	1639	1774	3375	0	0	1823	1794	0	1578	0
Flt Permitted	0.407			0.424				0.796			0.812	
Satd. Flow (perm)	759	3663	1639	792	3375	0	0	1527	1794	0	1314	0
Satd. Flow (RTOR)			271		20				71		46	
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)	56	559	271	366	644	0	0	49	71	0	97	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)	38.4	34.9	34.9	40.4	39.5		7.9	7.9	7.9	7.9	7.9	
Actuated g/C Ratio	0.67	0.61	0.61	0.70	0.69		0.14	0.14	0.14	0.14	0.14	
v/c Ratio	0.10	0.25	0.25	0.59	0.28		0.23	0.23	0.23	0.23	0.23	
Control Delay	3.5	6.5	1.7	10.3	5.9		25.6	8.8	20.9	20.9	20.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	3.5	6.5	1.7	10.3	5.9		25.6	8.8	20.9	20.9	20.9	
LOS	A	A	A	B	A		C	A	C	C	C	
Approach Delay		4.9			7.5		15.6		20.9	20.9	20.9	
Approach LOS		A			A		B		C	C	C	
Queue Length 50th (ft)	4	44	0	34	52		16	0	17	17	17	
Queue Length 95th (ft)	13	70	20	69	81		38	24	47	47	47	
Internal Link Dist (ft)		221			2699		458		376	376	376	
Turn Bay Length (ft)	85		230	400								
Base Capacity (vph)	569	2221	1100	617	2325		872	1055	770	770	770	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.10	0.25	0.25	0.59	0.28		0.06	0.07	0.13	0.13	0.13	

Intersection Summary

Cycle Length: 84
 Actuated Cycle Length: 57.5
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 7.5
 Intersection Capacity Utilization 51.9%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

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

8 s	39 s	37 s
8 s	39 s	



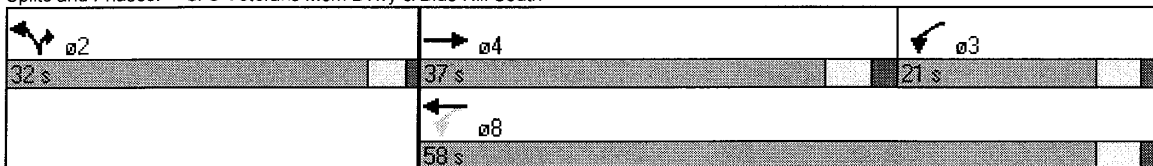
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵	↗
Volume (vph)	507	54	421	760	68	514
Satd. Flow (prot)	3714	0	1823	3645	1752	1567
Flt Permitted			0.343		0.950	
Satd. Flow (perm)	3714	0	658	3645	1752	1567
Satd. Flow (RTOR)	14					
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)						
Lane Group Flow (vph)	603	0	453	817	73	553
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	0.46		0.78	0.38	0.13	1.13
Control Delay	23.5		31.4	10.7	23.2	113.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	23.5		31.4	10.7	23.2	113.9
LOS	C		C	B	C	F
Approach Delay	23.5			18.1	103.3	
Approach LOS	C			B	F	
Queue Length 50th (ft)	134		132	121	30	~370
Queue Length 95th (ft)	183		#217	159	62	#567
Internal Link Dist (ft)	2699			840	354	
Turn Bay Length (ft)			230			85
Base Capacity (vph)	1309		584	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	0.46		0.78	0.38	0.13	1.13

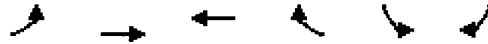
Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Yellow
 Natural Cycle: 65
 Control Type: Pretimed
 Maximum v/c Ratio: 1.13
 Intersection Signal Delay: 40.8
 Intersection Capacity Utilization 55.5%
 Analysis Period (min) 15
 Intersection LOS: D
 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: 5: S Veterans Mem Dvwy & Blue Hill South





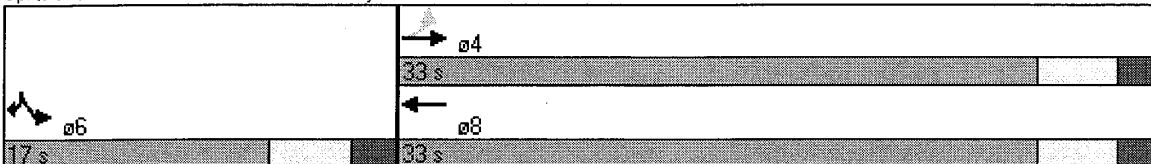
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↘	↘
Volume (vph)	27	1005	1137	75	113	48
Satd. Flow (prot)	0	3690	3472	0	1668	1652
Flt Permitted		0.889			0.950	
Satd. Flow (perm)	0	3284	3472	0	1668	1652
Satd. Flow (RTOR)			21			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1173	1377	0	128	55
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		8.7	8.7
Actuated g/C Ratio		0.66	0.66		0.18	0.18
v/c Ratio		0.54	0.60		0.42	0.18
Control Delay		7.5	8.0		21.4	17.5
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		7.5	8.0		21.4	17.5
LOS		A	A		C	B
Approach Delay		7.5	8.0		20.2	
Approach LOS		A	A		C	
Queue Length 50th (ft)		92	113		31	13
Queue Length 95th (ft)		157	190		67	35
Internal Link Dist (ft)		382	1044		526	
Turn Bay Length (ft)					165	
Base Capacity (vph)		2162	2293		400	396
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		0.54	0.60		0.32	0.14

Intersection Summary

Cycle Length: 50
 Actuated Cycle Length: 48
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 8.6
 Intersection Capacity Utilization 62.6%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

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



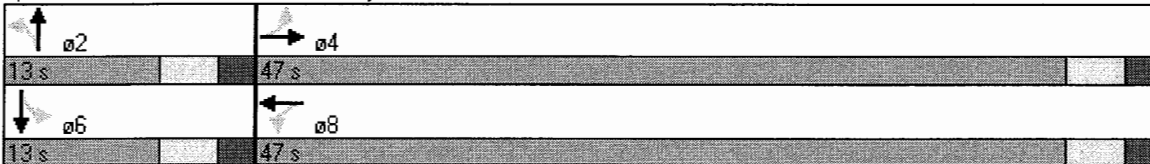


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	61	861	212	30	1159	22	16	4	4	19	3	53
Satd. Flow (prot)	1787	3583	0	1787	3683	0	1787	1740	0	0	1888	0
Flt Permitted	0.159			0.189			0.887				0.911	
Satd. Flow (perm)	299	3583	0	356	3683	0	1669	1740	0	0	1741	0
Satd. Flow (RTOR)		120			7			5			65	
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)	74	1309	0	37	1440	0	20	10	0	0	92	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	6
Permitted Phases	4			8			2			6		
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.5	21.5		21.5	21.5		21.5	21.5		21.5	21.5	
Total Split (s)	47.0	47.0	0.0	47.0	47.0	0.0	13.0	13.0	0.0	13.0	13.0	0.0
Total Split (%)	78.3%	78.3%	0.0%	78.3%	78.3%	0.0%	21.7%	21.7%	0.0%	21.7%	21.7%	0.0%
Maximum Green (s)	42.0	42.0		42.0	42.0		8.0	8.0		8.0	8.0	
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	
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?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)	45.9	45.9		45.9	45.9		6.6	6.6		6.6	6.6	
Actuated g/C Ratio	0.77	0.77		0.77	0.77		0.11	0.11		0.11	0.11	
v/c Ratio	0.32	0.47		0.14	0.51		0.11	0.05		0.11	0.37	
Control Delay	8.1	3.7		4.3	4.3		24.5	18.8		24.5	18.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.1	3.7		4.3	4.3		24.5	18.8		24.5	18.8	
LOS	A	A		A	A		C	B		C	B	
Approach Delay		3.9			4.3			22.6			15.3	
Approach LOS		A			A			C			B	
Queue Length 50th (ft)	7	67		3	88		6	2		6	9	
Queue Length 95th (ft)	26	94		11	121		21	12		21	38	
Internal Link Dist (ft)		1044			1064			197			52	
Turn Bay Length (ft)	150			100			150					
Base Capacity (vph)	230	2789		274	2841		225	238			290	
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	0.32	0.47		0.14	0.51		0.09	0.04		0.09	0.32	

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 59.5
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 4.7
 Intersection Capacity Utilization 59.8%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 7: Veterans Mem Dvwy & Hunt Road



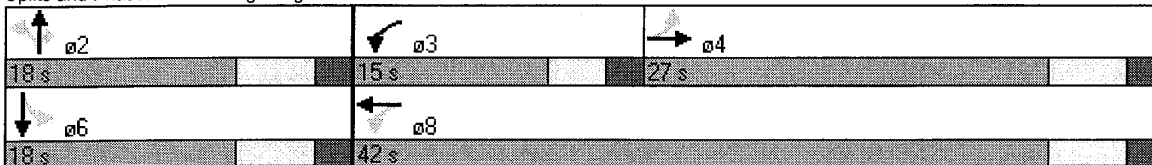


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑	↗		↓	
Volume (vph)	24	755	107	605	1076	34	87	18	136	157	25	69
Satd. Flow (prot)	0	3472	0	0	3584	0	0	1711	1515	0	1884	0
Flt Permitted		0.806			0.556			0.647			0.742	
Satd. Flow (perm)	0	2801	0	0	2027	0	0	1153	1515	0	1441	0
Satd. Flow (RTOR)		28			6				149		28	
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	974	0	0	1884	0	0	116	149	0	276	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		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		0.97			1.62dl			0.50	0.35		0.89	
Control Delay		44.5			155.5			30.0	7.1		54.2	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		44.5			155.5			30.0	7.1		54.2	
LOS		D			F			C	A		D	
Approach Delay		44.5			155.5			17.1			54.2	
Approach LOS		D			F			B			D	
Queue Length 50th (ft)		173			~480			38	0		88	
Queue Length 95th (ft)		#301			#611			83	40		#215	
Internal Link Dist (ft)		1499			1245			437			1296	
Turn Bay Length (ft)									220			
Base Capacity (vph)		999			1452			231	422		311	
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		0.97			1.30			0.50	0.35		0.89	

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 56 (93%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 150
 Control Type: Pretimed
 Maximum v/c Ratio: 1.30
 Intersection Signal Delay: 104.7
 Intersection Capacity Utilization 109.3%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 8: Orangeburg Road & Blaisdell Road





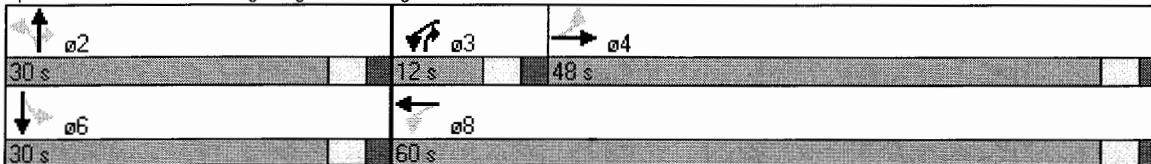
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↔	↑↑			↑	↔		↑↑	
Volume (vph)	2	996	50	68	1582	2	141	1	180	30	6	3
Satd. Flow (prot)	0	3632	0	1770	3539	0	0	1775	1636	0	3262	0
Flt Permitted		0.952		0.128				0.694			0.770	
Satd. Flow (perm)	0	3457	0	238	3539	0	0	1293	1636	0	2608	0
Satd. Flow (RTOR)									52		3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1139	0	74	1722	0	0	154	196	0	43	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		0.69		0.28	0.80			0.43	0.28		0.06	
Control Delay		21.0		12.6	22.5			31.2	14.0		23.0	
Queue Delay		0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay		21.0		12.6	22.5			31.2	14.0		23.0	
LOS		C		B	C			C	B		C	
Approach Delay		21.0			22.1			21.6			23.0	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)		254		18	431			72	52		8	
Queue Length 95th (ft)		328		m36	523			130	100		21	
Internal Link Dist (ft)		1034			1374			690			577	
Turn Bay Length (ft)				380					300			
Base Capacity (vph)		1652		265	2163			359	703		727	
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		0.69		0.28	0.80			0.43	0.28		0.06	

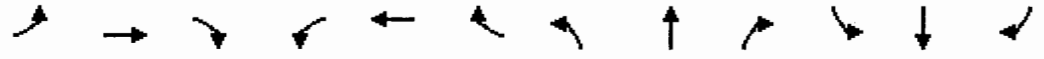
Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Pretimed
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 21.7
 Intersection Capacity Utilization 79.4%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: C
 ICU Level of Service D

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)	191	821	225	46	623	38	235	43	26	26	62	235
Satd. Flow (prot)	1847	3575	1599	1685	3455	0	1752	1844	1515	1787	1881	1546
Flt Permitted	0.260			0.172			0.713			0.726		
Satd. Flow (perm)	505	3575	1599	305	3455	0	1315	1844	1515	1366	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)	208	892	245	50	718	0	255	47	28	28	67	255
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	0.47	0.67	0.41	0.14	0.56		0.56	0.07	0.04	0.06	0.10	0.31
Control Delay	22.9	43.1	38.6	10.1	24.4		29.8	20.4	10.5	20.3	20.7	13.3
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	22.9	43.1	38.6	10.1	24.4		29.8	20.4	10.5	20.3	20.7	13.3
LOS	C	D	D	B	C		C	C	B	C	C	B
Approach Delay		39.1			23.5			26.8			15.3	
Approach LOS		D			C			C			B	
Queue Length 50th (ft)	102	283	145	12	167		116	18	7	11	26	77
Queue Length 95th (ft)	m156	348	m215	28	223		196	41	20	29	54	128
Internal Link Dist (ft)		360			712			436			401	
Turn Bay Length (ft)	280		205	250			300			135		
Base Capacity (vph)	445	1331	595	348	1286		453	635	800	471	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	0.47	0.67	0.41	0.14	0.56		0.56	0.07	0.04	0.06	0.10	0.31

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: 0.67
 Intersection Signal Delay: 30.4
 Intersection LOS: C
 Intersection Capacity Utilization 59.5%
 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)	110	717	32	44	604	40	35	165	59	85	130	67
Satd. Flow (prot)	0	3693	0	0	3532	0	0	2001	0	0	1993	0
Flt Permitted		0.690			0.825			0.927			0.828	
Satd. Flow (perm)	0	2563	0	0	2923	0	0	1868	0	0	1675	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	877	0	0	702	0	0	264	0	0	288	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		0.81			0.57			0.39			0.47	
Control Delay		27.5			19.4			20.7			22.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		27.5			19.4			20.7			22.4	
LOS		C			B			C			C	
Approach Delay		27.5			19.4			20.7			22.4	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		146			101			73			82	
Queue Length 95th (ft)		#411			253			202			229	
Internal Link Dist (ft)		539			936			268			996	
Turn Bay Length (ft)												
Base Capacity (vph)		1080			1232			678			608	
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		0.81			0.57			0.39			0.47	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 70
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 23.3
 Intersection LOS: C
 Intersection Capacity Utilization 87.2%
 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: 11: Orangeburg Rd & Western Hwy

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

Lane Group	09
Lane Configurations	
Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Peak Hour Factor	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	25.0
Total Split (s)	25.0
Total Split (%)	28%
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	



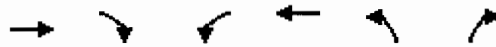
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	1	0	2	4	0	77	1	316	6	147	307	1
Satd. Flow (prot)	0	1668	0	0	1571	0	0	1981	0	0	1894	0
Flt Permitted		0.984			0.998			0.999			0.777	
Satd. Flow (perm)	0	1668	0	0	1571	0	0	1979	0	0	1496	0
Satd. Flow (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)		3	0	0	89	0	0	355	0	0	500	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)		7.6			10.8			46.7			46.7	
Actuated g/C Ratio		0.11			0.16			0.67			0.67	
v/c Ratio		0.02			0.36			0.27			0.50	
Control Delay		29.3			31.5			11.5			15.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		29.3			31.5			11.5			15.8	
LOS		C			C			B			B	
Approach Delay		29.3			31.5			11.5			15.8	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)		1			29			41			71	
Queue Length 95th (ft)		9			95			282			#546	
Internal Link Dist (ft)		23			443			1075			1225	
Turn Bay Length (ft)												
Base Capacity (vph)		183			384			1332			1006	
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			0.23			0.27			0.50	

Intersection Summary

Cycle Length: 75
 Actuated Cycle Length: 69.5
 Natural Cycle: 80
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 15.7
 Intersection Capacity Utilization 60.2%
 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

↕ 02	↕ 04	↕ 06
45 s	10 s	20 s
↕ 06		
45 s		



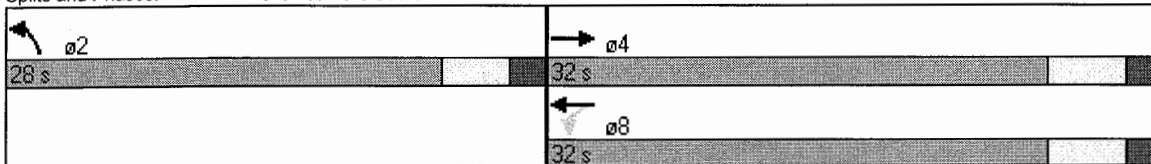
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↘	
Volume (vph)	149	45	111	105	28	59
Satd. Flow (prot)	1727	0	0	1756	1869	0
Flt Permitted				0.743	0.984	
Satd. Flow (perm)	1727	0	0	1338	1869	0
Satd. Flow (RTOR)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)						
Lane Group Flow (vph)	207	0	0	230	93	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 Effect Green (s)	26.0			26.0	22.5	
Actuated g/C Ratio	0.43			0.43	0.38	
v/c Ratio	0.28			0.40	0.13	
Control Delay	12.2			14.2	13.0	
Queue Delay	0.0			0.0	0.0	
Total Delay	12.2			14.2	13.0	
LOS	B			B	B	
Approach Delay	12.2			14.2	13.0	
Approach LOS	B			B	B	
Queue Length 50th (ft)	46			54	21	
Queue Length 95th (ft)	86			104	47	
Internal Link Dist (ft)	872			667	1397	
Turn Bay Length (ft)						
Base Capacity (vph)	748			580	701	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.28			0.40	0.13	

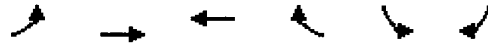
Intersection Summary

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: 0.40
 Intersection Signal Delay: 13.2
 Intersection Capacity Utilization 42.0%
 Analysis Period (min) 15

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)	15	736	328	141	373	14
Satd. Flow (prot)	0	1835	1956	1607	1827	0
Flt Permitted		0.991			0.954	
Satd. Flow (perm)	0	1820	1956	1607	1827	0
Satd. Flow (RTOR)				153	2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	816	357	153	420	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		0.67	0.27	0.14	1.39	
Control Delay		19.3	5.3	1.1	222.7	
Queue Delay		0.0	0.0	0.0	0.0	
Total Delay		19.3	5.3	1.1	222.7	
LOS		B	A	A	F	
Approach Delay		19.3	4.0		222.7	
Approach LOS		B	A		F	
Queue Length 50th (ft)		337	52	0	~249	
Queue Length 95th (ft)		461	84	15	#416	
Internal Link Dist (ft)		1082	397		512	
Turn Bay Length (ft)						
Base Capacity (vph)		1222	1313	1129	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		0.67	0.27	0.14	1.39	

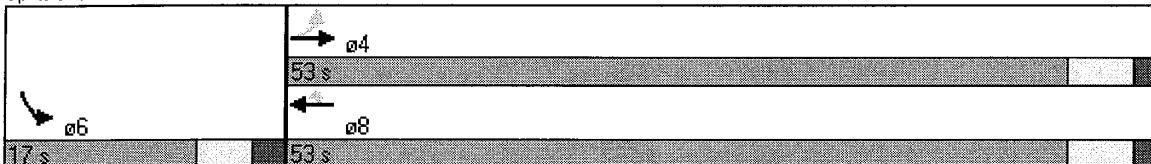
Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Yellow
 Natural Cycle: 60
 Control Type: Pretimed
 Maximum v/c Ratio: 1.39
 Intersection Signal Delay: 63.8
 Intersection Capacity Utilization 81.9%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service D

~ 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	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	19	130	74	301	339	36
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)	21	146	83	338	381	40
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	906	401	421			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	906	401	421			
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	77	93			
cM capacity (veh/h)	284	649	1138			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	167	421	421			
Volume Left	21	83	0			
Volume Right	146	0	40			
cSH	558	1138	1700			
Volume to Capacity	0.30	0.07	0.25			
Queue Length 95th (ft)	31	6	0			
Control Delay (s)	14.2	2.3	0.0			
Lane LOS	B	A				
Approach Delay (s)	14.2	2.3	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			3.3			
Intersection Capacity Utilization		59.0%		ICU Level of Service		B
Analysis Period (min)			15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	53	154	2	3	85	32	7	0	10	67	0	118
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.92	0.95
Hourly flow rate (vph)	56	162	2	3	89	34	8	0	11	71	0	124
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	123			164			512	404	163	398	389	106
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	123			164			512	404	163	398	389	106
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 %	96			100			98	100	99	87	100	87
cM capacity (veh/h)	1464			1414			398	514	882	538	524	948

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	220	126	18	195
Volume Left	56	3	8	71
Volume Right	2	34	11	124
cSH	1464	1414	588	743
Volume to Capacity	0.04	0.00	0.03	0.26
Queue Length 95th (ft)	3	0	2	26
Control Delay (s)	2.2	0.2	11.3	11.6
Lane LOS	A	A	B	B
Approach Delay (s)	2.2	0.2	11.3	11.6
Approach LOS			B	B

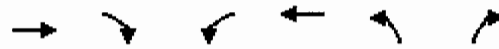
Intersection Summary			
Average Delay		5.3	
Intersection Capacity Utilization		38.0%	ICU Level of Service
Analysis Period (min)		15	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	4	167	9	12	109	8	4	2	0	23	17	7
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	174	9	12	114	8	4	2	0	24	18	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	122			183			346	334	179	331	334	118
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	122			183			346	334	179	331	334	118
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	96	97	99
cM capacity (veh/h)	1465			1392			584	579	864	615	579	934

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	188	134	6	49
Volume Left	4	12	4	24
Volume Right	9	8	0	7
cSH	1465	1392	583	633
Volume to Capacity	0.00	0.01	0.01	0.08
Queue Length 95th (ft)	0	1	1	6
Control Delay (s)	0.2	0.8	11.2	11.2
Lane LOS	A	A	B	B
Approach Delay (s)	0.2	0.8	11.2	11.2
Approach LOS			B	B

Intersection Summary			
Average Delay		2.0	
Intersection Capacity Utilization		22.5%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑	↖	↗
Volume (veh/h)	155	149	36	98	58	20
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)	161	155	38	102	60	21
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			161		339	161
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			161		339	161
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		91	98
cM capacity (veh/h)			1417		640	883

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	161	155	140	81
Volume Left	0	0	38	60
Volume Right	0	155	0	21
cSH	1700	1700	1417	860
Volume to Capacity	0.09	0.09	0.03	0.09
Queue Length 95th (ft)	0	0	2	8
Control Delay (s)	0.0	0.0	2.2	10.7
Lane LOS			A	B
Approach Delay (s)	0.0		2.2	10.7
Approach LOS				B

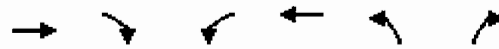
Intersection Summary				
Average Delay			2.2	
Intersection Capacity Utilization			28.6%	ICU Level of Service A
Analysis Period (min)			15	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙ ↘ ↙ ↕ ↘ ↙					
Volume (veh/h)	28	29	16	112	245	58
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)	32	33	18	129	282	67
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	480	315	348			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	480	315	348			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	95	98			
cM capacity (veh/h)	536	725	1211			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	66	147	348
Volume Left	32	18	0
Volume Right	33	0	67
cSH	618	1211	1700
Volume to Capacity	0.11	0.02	0.20
Queue Length 95th (ft)	9	1	0
Control Delay (s)	11.5	1.1	0.0
Lane LOS	B	A	
Approach Delay (s)	11.5	1.1	0.0
Approach LOS	B		

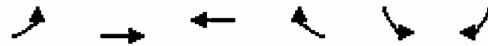
Intersection Summary			
Average Delay		1.6	
Intersection Capacity Utilization		29.4%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕			↕	↕	
Volume (veh/h)	20	189	55	28	78	19
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)	23	215	62	32	89	22
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			238		287	130
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			238		287	130
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		87	98
cM capacity (veh/h)			1329		670	920

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	238	94	110
Volume Left	0	62	89
Volume Right	215	0	22
cSH	1700	1329	708
Volume to Capacity	0.14	0.05	0.16
Queue Length 95th (ft)	0	4	14
Control Delay (s)	0.0	5.3	11.0
Lane LOS		A	B
Approach Delay (s)	0.0	5.3	11.0
Approach LOS			B

Intersection Summary			
Average Delay		3.9	
Intersection Capacity Utilization		32.7%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖ ↗	↖ ↗		↖ ↗	
Volume (veh/h)	17	17	11	94	192	12
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)	19	19	12	106	216	13
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	118				122	65
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	118				122	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 %	99				75	99
cM capacity (veh/h)	1470				861	999

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	38	118	229
Volume Left	19	0	216
Volume Right	0	106	13
cSH	1470	1700	868
Volume to Capacity	0.01	0.07	0.26
Queue Length 95th (ft)	1	0	27
Control Delay (s)	3.8	0.0	10.6
Lane LOS	A		B
Approach Delay (s)	3.8	0.0	10.6
Approach LOS			B

Intersection Summary			
Average Delay		6.7	
Intersection Capacity Utilization		26.5%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩			↩	↩	
Volume (veh/h)	58	18	2	72	17	10
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)	63	20	2	78	18	11
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						
vC1, conflicting volume			83		155	73
vC2, stage 2 conf vol						
vCu, unblocked vol			83		155	73
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)			1515		835	989

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	83	80	29
Volume Left	0	2	18
Volume Right	20	0	11
cSH	1700	1515	886
Volume to Capacity	0.05	0.00	0.03
Queue Length 95th (ft)	0	0	3
Control Delay (s)	0.0	0.2	9.2
Lane LOS		A	A
Approach Delay (s)	0.0	0.2	9.2
Approach LOS			A

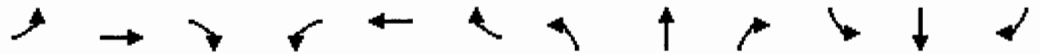
Intersection Summary			
Average Delay		1.5	
Intersection Capacity Utilization		15.4%	ICU Level of Service A
Analysis Period (min)		15	



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	75	29	64	88	46	72
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)	82	32	70	96	50	78
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	296	117			165	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	296	117			165	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	88	97			96	
cM capacity (veh/h)	671	935			1413	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	113	165	128
Volume Left	82	0	50
Volume Right	32	96	0
cSH	728	1700	1413
Volume to Capacity	0.16	0.10	0.04
Queue Length 95th (ft)	14	0	3
Control Delay (s)	10.8	0.0	3.2
Lane LOS	B		A
Approach Delay (s)	10.8	0.0	3.2
Approach LOS	B		

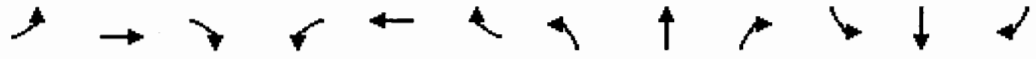
Intersection Summary			
Average Delay		4.0	
Intersection Capacity Utilization		31.0%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	3	188	70	4	77	4	34	20	6	3	28	12
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	204	76	4	84	4	37	22	7	3	30	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)												
pX, platoon unblocked												
vC, conflicting volume	88			280			372	346	242	361	382	86
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	88			280			372	346	242	361	382	86
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			93	96	99	99	94	99
cM capacity (veh/h)	1508			1282			550	574	796	570	548	973

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	284	92	65	47
Volume Left	3	4	37	3
Volume Right	76	4	7	13
cSH	1508	1282	576	626
Volume to Capacity	0.00	0.00	0.11	0.07
Queue Length 95th (ft)	0	0	10	6
Control Delay (s)	0.1	0.4	12.0	11.2
Lane LOS	A	A	B	B
Approach Delay (s)	0.1	0.4	12.0	11.2
Approach LOS			B	B

Intersection Summary			
Average Delay		2.8	
Intersection Capacity Utilization		31.8%	ICU Level of Service A
Analysis Period (min)		15	

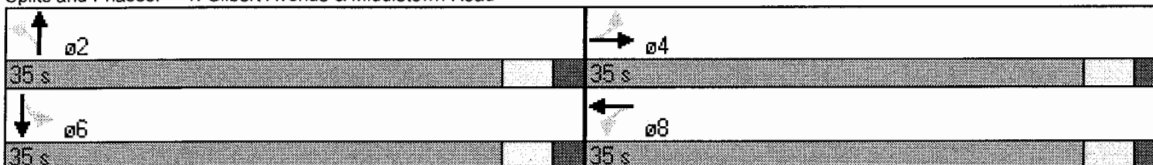


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Volume (vph)	11	393	40	206	667	85	48	128	105	67	141	21
Satd. Flow (prot)	0	1765	0	0	2102	0	0	1939	0	0	1833	0
Flt Permitted		0.976			0.705			0.910			0.836	
Satd. Flow (perm)	0	1724	0	0	1499	0	0	1780	0	0	1554	0
Satd. Flow (RTOR)								53			9	
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	488	0	0	1052	0	0	309	0	0	252	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 Effect 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		0.66			1.64			0.39			0.38	
Control Delay		21.2			311.1			13.0			15.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		21.2			311.1			13.0			15.2	
LOS		C			F			B			B	
Approach Delay		21.3			311.1			13.0			15.2	
Approach LOS		C			F			B			B	
Queue Length 50th (ft)		161			~683			71			68	
Queue Length 95th (ft)		261			m#892			128			122	
Internal Link Dist (ft)		240			1082			384			289	
Turn Bay Length (ft)												
Base Capacity (vph)		739			642			793			671	
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		0.66			1.64			0.39			0.38	

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 29 (41%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Pretimed
 Maximum v/c Ratio: 1.64
 Intersection Signal Delay: 164.4
 Intersection Capacity Utilization 108.7%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Gilbert Avenue & Middletown Road





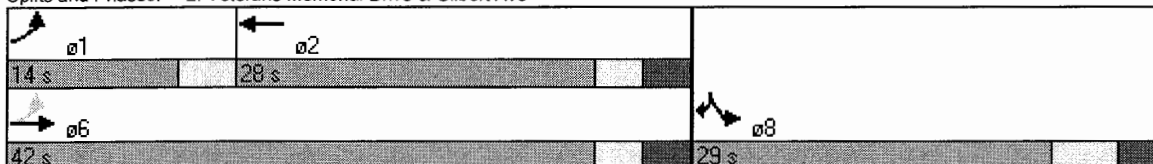
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↕	↗		↙	↘
Volume (vph)	67	691	1382	117	22	31
Satd. Flow (prot)	1865	3610	3541	0	1553	1389
Flt Permitted	0.105				0.950	
Satd. Flow (perm)	206	3610	3541	0	1553	1389
Satd. Flow (RTOR)			13			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	71	727	1578	0	23	33
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 Effct Green (s)	43.1	43.1	37.2		6.8	6.8
Actuated g/C Ratio	0.78	0.78	0.67		0.12	0.12
v/c Ratio	0.21	0.26	0.66		0.12	0.19
Control Delay	4.3	3.8	14.5		23.0	24.5
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	4.3	3.8	14.5		23.0	24.5
LOS	A	A	B		C	C
Approach Delay		3.8	14.5		23.9	
Approach LOS		A	B		C	
Queue Length 50th (ft)	6	45	240		7	10
Queue Length 95th (ft)	16	76	#437		24	31
Internal Link Dist (ft)		397	404		149	
Turn Bay Length (ft)	85					80
Base Capacity (vph)	478	2820	2393		621	556
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	0.15	0.26	0.66		0.04	0.06

Intersection Summary

Cycle Length: 71
 Actuated Cycle Length: 55.2
 Natural Cycle: 70
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 11.2
 Intersection Capacity Utilization 63.1%
 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 B

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)	411	0	94	52	0	7	16	1041	21	22	641	50
Satd. Flow (prot)	0	1939	0	0	1888	1794	0	3643	0	0	3462	0
Flt Permitted		0.726			0.725			0.939			0.896	
Satd. Flow (perm)	0	1465	0	0	1441	1794	0	3424	0	0	3108	0
Satd. Flow (RTOR)		17			8			5			18	
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	568	0	0	58	8	0	1212	0	0	801	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)		22.0			22.0	22.0		39.5			39.5	
Actuated g/C Ratio		0.31			0.31	0.31		0.56			0.56	
v/c Ratio		1.20			0.13	0.01		0.63			0.45	
Control Delay		135.7			18.2	10.1		12.1			9.7	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		135.7			18.2	10.1		12.1			9.7	
LOS		F			B	B		B			A	
Approach Delay		135.7			17.2			12.1			9.7	
Approach LOS		F			B			B			A	
Queue Length 50th (ft)		-302			18	0		167			93	
Queue Length 95th (ft)		#479			42	8		223			131	
Internal Link Dist (ft)		149			127			152			119	
Turn Bay Length (ft)												
Base Capacity (vph)		472			453	569		1934			1762	
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		1.20			0.13	0.01		0.63			0.45	

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 70
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.20
 Intersection Signal Delay: 38.0
 Intersection Capacity Utilization 83.1%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

~ 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: 3: Blue Hill Plaza West & Veterans Mem Dwvy

↑	ø2	→	ø4
44 s		26 s	
↓	ø6	←	ø8
44 s		26 s	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	31	654	48	78	769	55	101	0	343	44	2	46
Satd. Flow (prot)	1770	3663	1639	1774	3399	0	0	1823	1794	0	1574	0
Flt Permitted	0.255			0.310				0.732			0.814	
Satd. Flow (perm)	475	3663	1639	579	3399	0	0	1404	1794	0	1311	0
Satd. Flow (RTOR)			56		11				185		53	
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)	36	760	56	91	958	0	0	117	399	0	106	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)	37.8	35.2	35.2	39.6	38.4		14.4	14.4	14.4	14.4	14.4	
Actuated g/C Ratio	0.58	0.54	0.54	0.61	0.59		0.22	0.22	0.22	0.22	0.22	
v/c Ratio	0.10	0.38	0.06	0.22	0.47		0.38	0.74	0.74	0.32	0.32	
Control Delay	6.9	11.0	3.7	7.4	10.5		24.8	20.8	20.8	14.4	14.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	6.9	11.0	3.7	7.4	10.5		24.8	20.8	20.8	14.4	14.4	
LOS	A	B	A	A	B		C	C	C	B	B	
Approach Delay		10.3			10.3		21.7				14.4	
Approach LOS		B			B		C				B	
Queue Length 50th (ft)	5	90	0	12	85		40	77	77	18	18	
Queue Length 95th (ft)	18	159	17	36	215		76	149	149	49	49	
Internal Link Dist (ft)		221			2699		458				376	
Turn Bay Length (ft)	85		230	400								
Base Capacity (vph)	348	1987	915	420	2018		717	1007	1007	696	696	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.10	0.38	0.06	0.22	0.47		0.16	0.40	0.40	0.15	0.15	

Intersection Summary

Cycle Length: 84
 Actuated Cycle Length: 64.8
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 12.8
 Intersection Capacity Utilization 55.9%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

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

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



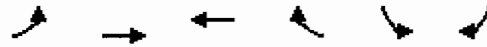
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕	↘	↙	↕	↙	↘
Volume (vph)	980	62	517	765	138	384
Satd. Flow (prot)	3733	0	1823	3645	1752	1567
Flt Permitted			0.108		0.950	
Satd. Flow (perm)	3733	0	207	3645	1752	1567
Satd. Flow (RTOR)	8					
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1171	0	581	860	155	431
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	0.89		1.46	0.40	0.28	0.88
Control Delay	37.7		246.6	10.9	25.2	51.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	37.7		246.6	10.9	25.2	51.3
LOS	D		F	B	C	D
Approach Delay	37.7			106.0	44.4	
Approach LOS	D			F	D	
Queue Length 50th (ft)	325		~408	129	66	231
Queue Length 95th (ft)	#441		#602	166	116	#397
Internal Link Dist (ft)	2699			840	354	
Turn Bay Length (ft)			230			85
Base Capacity (vph)	1312		399	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	0.89		1.46	0.40	0.28	0.88

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Yellow
 Natural Cycle: 100
 Control Type: Pretimed
 Maximum v/c Ratio: 1.46
 Intersection Signal Delay: 69.7
 Intersection Capacity Utilization 77.9%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

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

↙ ø2	→ ø4	↘ ø3
32 s	37 s	21 s
	↖ ø8	
	58 s	



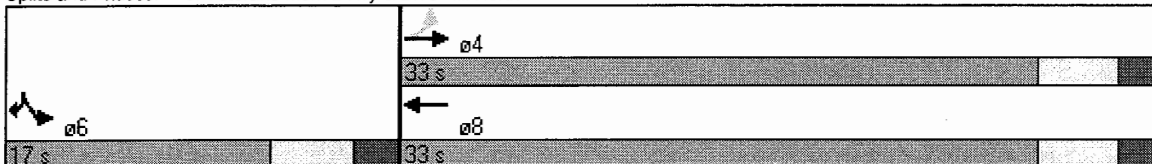
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↖	↗
Volume (vph)	57	1336	1251	252	173	41
Satd. Flow (prot)	0	3686	3416	0	1668	1652
Flt Permitted		0.771			0.950	
Satd. Flow (perm)	0	2848	3416	0	1668	1652
Satd. Flow (RTOR)			75			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1482	1599	0	184	44
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)		31.7	31.7		9.7	9.7
Actuated g/C Ratio		0.65	0.65		0.20	0.20
v/c Ratio		0.80	0.71		0.56	0.13
Control Delay		15.3	10.5		24.3	16.6
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		15.3	10.5		24.3	16.6
LOS		B	B		C	B
Approach Delay		15.3	10.5		22.8	
Approach LOS		B	B		C	
Queue Length 50th (ft)		175	160		47	10
Queue Length 95th (ft)		#347	#269		95	30
Internal Link Dist (ft)		382	1044		526	
Turn Bay Length (ft)					165	
Base Capacity (vph)		1847	2243		393	389
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		0.80	0.71		0.47	0.11

Intersection Summary

Cycle Length: 50
 Actuated Cycle Length: 48.8
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 13.5
 Intersection Capacity Utilization 97.5%
 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 F

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)	123	1114	322	60	1192	48	222	1	34	56	14	134
Satd. Flow (prot)	1787	3568	0	1787	3672	0	1787	1607	0	0	1896	0
Flt Permitted	0.143			0.114			0.585				0.903	
Satd. Flow (perm)	269	3568	0	214	3672	0	1101	1607	0	0	1737	0
Satd. Flow (RTOR)		107			12			37			58	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	132	1544	0	65	1334	0	239	38	0	0	219	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	40.0	40.0	0.0	40.0	40.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0
Total Split (%)	66.7%	66.7%	0.0%	66.7%	66.7%	0.0%	33.3%	33.3%	0.0%	33.3%	33.3%	0.0%
Maximum Green (s)	35.0	35.0		35.0	35.0		15.0	15.0		15.0	15.0	
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	
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?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		Min	Min		Min	Min	
Act Effct Green (s)	35.0	35.0		35.0	35.0		14.5	14.5		14.5	14.5	
Actuated g/C Ratio	0.59	0.59		0.59	0.59		0.24	0.24		0.24	0.24	
v/c Ratio	0.84	0.72		0.52	0.62		0.89	0.09		0.86	0.09	
Control Delay	57.0	10.6		27.2	9.5		59.4	7.7		52.3	17.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	57.0	10.6		27.2	9.5		59.4	7.7		52.3	17.7	
LOS	E	B		C	A		E	A		D	B	
Approach Delay		14.3			10.3			52.3			17.7	
Approach LOS		B			B			D			B	
Queue Length 50th (ft)	34	172		12	144		83	0		0	48	
Queue Length 95th (ft)	#134	244		#69	199		#198	19		19	103	
Internal Link Dist (ft)		1044			1064			197			52	
Turn Bay Length (ft)	150			100			150					
Base Capacity (vph)	158	2144		126	2166		277	433			482	
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	0.84	0.72		0.52	0.62		0.86	0.09		0.86	0.09	

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 59.5
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 15.9
 Intersection LOS: B
 Intersection Capacity Utilization 85.5%
 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: 7: Veterans Mem Dvwy & Hunt Road

	ø2		ø4
20 s		40 s	
	ø6		ø8
20 s		40 s	



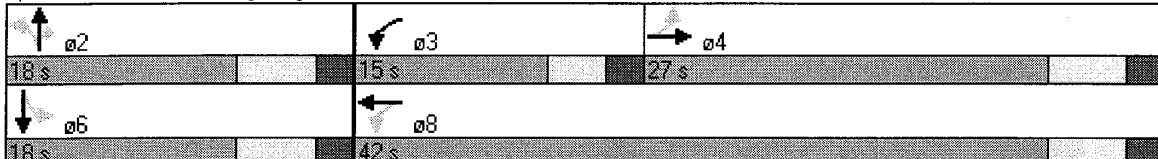
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕	↗		↕↕	
Volume (vph)	67	973	153	197	1045	107	213	33	629	188	47	42
Satd. Flow (prot)	0	3462	0	0	3588	0	0	1708	1515	0	1911	0
Flt Permitted		0.721			0.530			0.660			0.509	
Satd. Flow (perm)	0	2503	0	0	1915	0	0	1177	1515	0	1006	0
Satd. Flow (RTOR)		30			27				363		13	
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	1311	0	0	1482	0	0	270	691	0	305	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		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		1.46			1.05			1.15	1.17		1.44	
Control Delay		236.4			51.6			133.2	107.3		246.9	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		236.4			51.6			133.2	107.3		246.9	
LOS		F			D			F	F		F	
Approach Delay		236.4			51.6			114.6			246.9	
Approach LOS		F			D			F			F	
Queue Length 50th (ft)		~355			~188			~119	~189		~153	
Queue Length 95th (ft)		#475			#385			#244	#376		#290	
Internal Link Dist (ft)		1499			1245			437			1296	
Turn Bay Length (ft)									220			
Base Capacity (vph)		896			1411			235	593		212	
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		1.46			1.05			1.15	1.17		1.44	

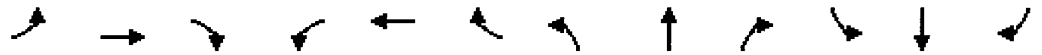
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 56 (93%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 150
 Control Type: Pretimed
 Maximum v/c Ratio: 1.46
 Intersection Signal Delay: 140.9
 Intersection Capacity Utilization 108.8%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service G

~ 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: 8: Orangeburg Road & Blaisdell Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↖	↕↕			↕	↖		↕↕	
Volume (vph)	5	1679	107	341	1223	4	152	4	210	24	3	5
Satd. Flow (prot)	0	3624	0	1770	3539	0	0	1775	1636	0	3222	0
Flt Permitted		0.951		0.105				0.705			0.782	
Satd. Flow (perm)	0	3447	0	196	3539	0	0	1313	1636	0	2617	0
Satd. Flow (RTOR)									1		5	
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	1968	0	375	1348	0	0	171	231	0	34	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		1.47		0.89	0.62			0.47	0.27		0.05	
Control Delay		240.3		54.6	9.1			32.1	13.0		21.5	
Queue Delay		0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay		240.3		54.6	9.1			32.1	13.0		21.5	
LOS		F		D	A			C	B		C	
Approach Delay		240.3			19.0			21.1			21.5	
Approach LOS		F			B			C			C	
Queue Length 50th (ft)		~816		181	143			81	69		6	
Queue Length 95th (ft)		#954		m#269	185			143	114		17	
Internal Link Dist (ft)		1034			1374			690			577	
Turn Bay Length (ft)				380					300			
Base Capacity (vph)		1341		421	2163			365	855		731	
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		1.47		0.89	0.62			0.47	0.27		0.05	

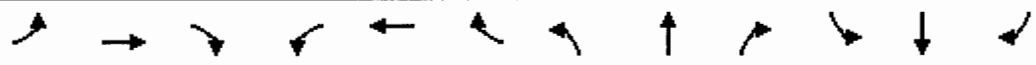
Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 25 (28%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 120
 Control Type: Pretimed
 Maximum v/c Ratio: 1.47
 Intersection Signal Delay: 124.8
 Intersection Capacity Utilization 111.7%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H

~ 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.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Orangeburg Road & Edgewood Road

↕ 2	↖ 3	↕ 4
30 s	20 s	40 s
↕ 6	↖ 8	
30 s	60 s	



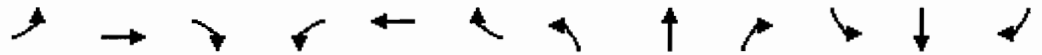
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	275	947	252	33	953	40	247	102	40	42	73	187
Satd. Flow (prot)	1847	3575	1599	1685	3465	0	1752	1844	1515	1787	1881	1546
Flt Permitted	0.121			0.121			0.706			0.685		
Satd. Flow (perm)	235	3575	1599	215	3465	0	1302	1844	1515	1289	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)	299	1029	274	36	1079	0	268	111	43	46	79	203
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		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 Effect 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	0.79	0.78	0.47	0.10	0.85		0.62	0.18	0.05	0.11	0.13	0.24
Control Delay	23.2	15.6	11.2	9.0	34.1		32.6	22.3	9.9	21.7	21.6	11.7
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	23.2	15.6	11.2	9.0	34.1		32.6	22.3	9.9	21.7	21.6	11.7
LOS	C	B	B	A	C		C	C	A	C	C	B
Approach Delay		16.2			33.3			27.6				15.5
Approach LOS		B			C			C				B
Queue Length 50th (ft)	58	312	108	8	292		127	44	11	18	31	57
Queue Length 95th (ft)	m35	m186	m73	21	#382		212	84	26	43	63	97
Internal Link Dist (ft)		360			712			436			401	
Turn Bay Length (ft)	280		205	250			300			135		
Base Capacity (vph)	379	1311	586	346	1271		434	615	825	430	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	0.79	0.78	0.47	0.10	0.85		0.62	0.18	0.05	0.11	0.13	0.24

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: 60
 Control Type: Pretimed
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 23.0
 Intersection LOS: C
 Intersection Capacity Utilization 74.9%
 ICU Level of Service D
 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.

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

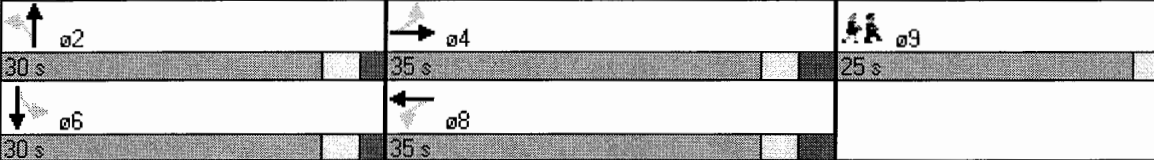


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Volume (vph)	98	824	61	54	845	60	81	219	52	86	176	100
Satd. Flow (prot)	0	3685	0	0	3532	0	0	2015	0	0	1989	0
Flt Permitted		0.572			0.695			0.789			0.781	
Satd. Flow (perm)	0	2119	0	0	2462	0	0	1608	0	0	1572	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	1105	0	0	1077	0	0	395	0	0	407	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		1.24			1.04			0.68			0.71	
Control Delay		139.5			61.7			28.5			30.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		139.5			61.7			28.5			30.2	
LOS		F			E			C			C	
Approach Delay		139.5			61.7			28.5			30.2	
Approach LOS		F			E			C			C	
Queue Length 50th (ft)		-282			210			124			130	
Queue Length 95th (ft)		#597			#544			#374			#395	
Internal Link Dist (ft)		539			936			268			996	
Turn Bay Length (ft)												
Base Capacity (vph)		893			1037			584			571	
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		1.24			1.04			0.68			0.71	

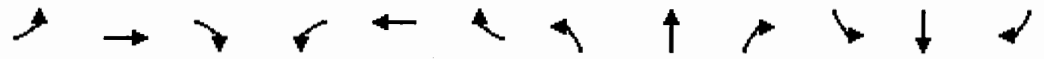
Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 70
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.24
 Intersection Signal Delay: 81.8
 Intersection Capacity Utilization 95.8%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 11: Orangeburg Rd & Western Hwy



Lane Group	ø9
Lane Configurations	
Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Peak Hour Factor	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	25.0
Total Split (s)	25.0
Total Split (%)	28%
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

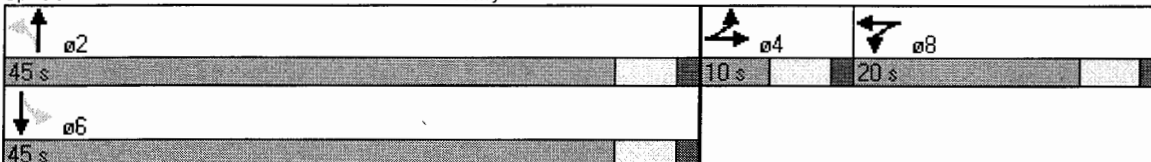


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1	0	6	0	153	0	427	10	83	347	0
Satd. Flow (prot)	0	1863	0	0	1569	0	0	1981	0	0	1906	0
Flt Permitted					0.998						0.767	
Satd. Flow (perm)	0	1863	0	0	1569	0	0	1981	0	0	1476	0
Satd. Flow (RTOR)								2				
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	187	0	0	514	0	0	506	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			14.0			41.7			41.7	
Actuated g/C Ratio		0.11			0.20			0.58			0.58	
v/c Ratio		0.00			0.61			0.44			0.59	
Control Delay		30.0			36.6			14.7			18.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		30.0			36.6			14.7			18.7	
LOS		C			D			B			B	
Approach Delay		30.0			36.6			14.7			18.7	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)		0			66			85			95	
Queue Length 95th (ft)		5			174			401			#508	
Internal Link Dist (ft)		23			443			1075			1225	
Turn Bay Length (ft)												
Base Capacity (vph)		200			371			1156			861	
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		0.01			0.50			0.44			0.59	

Intersection Summary

Cycle Length: 75
 Actuated Cycle Length: 71.5
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 19.8
 Intersection Capacity Utilization 74.8%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 12: Mountainview Ave & Western Hwy





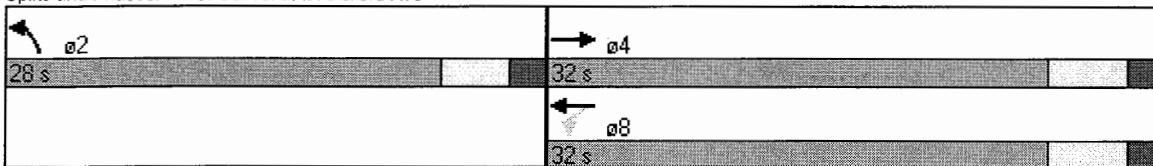
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↖			↗	↘	
Volume (vph)	137	49	110	199	51	117
Satd. Flow (prot)	1718	0	0	1770	1865	0
Flt Permitted				0.805	0.985	
Satd. Flow (perm)	1718	0	0	1450	1865	0
Satd. Flow (RTOR)						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Shared Lane Traffic (%)						
Lane Group Flow (vph)	205	0	0	340	185	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	0.28			0.54	0.26	
Control Delay	12.2			16.6	14.3	
Queue Delay	0.0			0.0	0.0	
Total Delay	12.2			16.6	14.3	
LOS	B			B	B	
Approach Delay	12.2			16.6	14.3	
Approach LOS	B			B	B	
Queue Length 50th (ft)	45			87	45	
Queue Length 95th (ft)	85			157	85	
Internal Link Dist (ft)	872			667	1397	
Turn Bay Length (ft)						
Base Capacity (vph)	744			628	699	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.28			0.54	0.26	

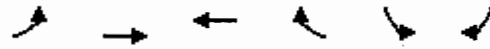
Intersection Summary

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: 0.54
 Intersection Signal Delay: 14.8
 Intersection Capacity Utilization 51.4%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

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





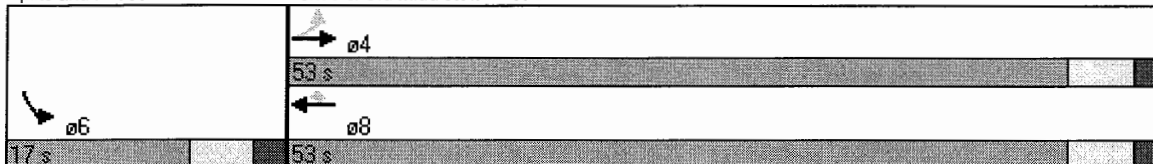
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↗	↖	↗	↖	
Volume (vph)	18	548	938	488	210	20
Satd. Flow (prot)	0	1833	1956	1607	1818	0
Flt Permitted		0.941			0.956	
Satd. Flow (perm)	0	1728	1956	1607	1818	0
Satd. Flow (RTOR)				530	6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	616	1020	530	250	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		0.53	0.78	0.42	0.86	
Control Delay		16.3	13.2	1.6	57.7	
Queue Delay		0.0	5.2	0.2	0.0	
Total Delay		16.3	18.4	1.8	57.7	
LOS		B	B	A	E	
Approach Delay		16.3	12.7		57.7	
Approach LOS		B	B		E	
Queue Length 50th (ft)		199	253	0	104	
Queue Length 95th (ft)		351	416	26	#228	
Internal Link Dist (ft)		1082	397		512	
Turn Bay Length (ft)						
Base Capacity (vph)		1160	1313	1253	291	
Starvation Cap Reductn		0	232	192	0	
Spillback Cap Reductn		0	0	0	0	
Storage Cap Reductn		0	0	0	0	
Reduced v/c Ratio		0.53	0.94	0.50	0.86	

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Yellow
 Natural Cycle: 65
 Control Type: Pre-timed
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 18.3
 Intersection Capacity Utilization 72.2%
 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 C

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



















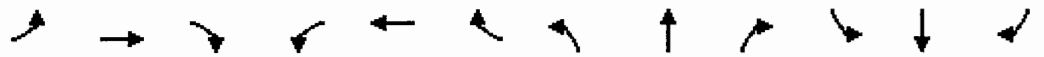


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	23	121	191	398	296	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	26	136	215	447	333	34
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)	1305					
pX, platoon unblocked	0.90					
vC, conflicting volume	1226	349	366			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1195	349	366			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	83	80	82			
cM capacity (veh/h)	152	694	1192			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	162	662	366
Volume Left	26	215	0
Volume Right	136	0	34
cSH	442	1192	1700
Volume to Capacity	0.37	0.18	0.22
Queue Length 95th (ft)	41	16	0
Control Delay (s)	17.8	4.2	0.0
Lane LOS	C	A	
Approach Delay (s)	17.8	4.2	0.0
Approach LOS	C		

Intersection Summary			
Average Delay		4.8	
Intersection Capacity Utilization		67.7%	ICU Level of Service C
Analysis Period (min)		15	

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	123	123	7	11	197	97	4	0	6	72	0	88
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.92	0.92	0.88	0.88	0.92	0.92	0.92	0.88	0.92	0.88
Hourly flow rate (vph)	140	140	8	12	224	110	4	0	7	82	0	100
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	334			147			826	781	144	733	730	279
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	334			147			826	781	144	733	730	279
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 %	89			99			98	100	99	73	100	87
cM capacity (veh/h)	1225			1434			229	287	904	303	307	760
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	287	346	11	182								
Volume Left	140	12	4	82								
Volume Right	8	110	7	100								
cSH	1225	1434	415	453								
Volume to Capacity	0.11	0.01	0.03	0.40								
Queue Length 95th (ft)	10	1	2	48								
Control Delay (s)	4.6	0.3	13.9	18.2								
Lane LOS	A	A	B	C								
Approach Delay (s)	4.6	0.3	13.9	18.2								
Approach LOS			B	C								
Intersection Summary												
Average Delay			5.9									
Intersection Capacity Utilization			53.3%		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)	0	140	8	2	211	22	7	8	7	25	4	7
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	167	10	2	251	26	8	10	8	30	5	8
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	277			176			451	454	171	454	445	264
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	277			176			451	454	171	454	445	264
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			98	98	99	94	99	99
cM capacity (veh/h)	1285			1400			509	501	872	504	507	774

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	176	280	26	43
Volume Left	0	2	8	30
Volume Right	10	26	8	8
cSH	1285	1400	583	541
Volume to Capacity	0.00	0.00	0.04	0.08
Queue Length 95th (ft)	0	0	4	6
Control Delay (s)	0.0	0.1	11.5	12.2
Lane LOS		A	B	B
Approach Delay (s)	0.0	0.1	11.5	12.2
Approach LOS			B	B

Intersection Summary			
Average Delay		1.6	
Intersection Capacity Utilization		24.8%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑	↖	↗
Volume (veh/h)	123	186	34	212	240	43
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)	135	204	37	233	264	47
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			135		443	135
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			135		443	135
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		53	95
cM capacity (veh/h)			1449		558	914

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	135	204	270	311
Volume Left	0	0	37	264
Volume Right	0	204	0	47
cSH	1700	1700	1449	657
Volume to Capacity	0.08	0.12	0.03	0.47
Queue Length 95th (ft)	0	0	2	64
Control Delay (s)	0.0	0.0	1.2	15.9
Lane LOS			A	C
Approach Delay (s)	0.0		1.2	15.9
Approach LOS				C

Intersection Summary				
Average Delay			5.7	
Intersection Capacity Utilization		42.8%		ICU Level of Service A
Analysis Period (min)		15		



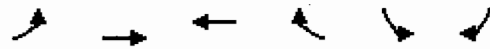
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	91	48	32	399	241	54
Sign Control	Stop			Free	Free	
Grade	0%			-3%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	100	53	35	438	265	59
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	803	295	324			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	803	295	324			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	71	93	97			
cM capacity (veh/h)	343	745	1236			
Direction, Lane #						
	EB 1	NB 1	SB 1			
Volume Total	153	474	324			
Volume Left	100	35	0			
Volume Right	53	0	59			
cSH	421	1236	1700			
Volume to Capacity	0.36	0.03	0.19			
Queue Length 95th (ft)	41	2	0			
Control Delay (s)	18.3	0.9	0.0			
Lane LOS	C	A				
Approach Delay (s)	18.3	0.9	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utilization			56.7%	ICU Level of Service	B	
Analysis Period (min)			15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩			↩	↩	
Volume (veh/h)	4	168	88	24	225	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	179	94	26	239	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			183		306	94
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			183		306	94
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			93		63	100
cM capacity (veh/h)			1392		640	963

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	183	119	244
Volume Left	0	94	239
Volume Right	179	0	4
cSH	1700	1392	643
Volume to Capacity	0.11	0.07	0.38
Queue Length 95th (ft)	0	5	44
Control Delay (s)	0.0	6.2	14.0
Lane LOS		A	B
Approach Delay (s)	0.0	6.2	14.0
Approach LOS			B

Intersection Summary			
Average Delay		7.6	
Intersection Capacity Utilization		39.5%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Volume (veh/h)	6	4	19	231	168	39
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)	8	5	25	300	218	51
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	325				195	175
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	325				195	175
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				72	94
cM capacity (veh/h)	1235				788	869

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	13	325	269
Volume Left	8	0	218
Volume Right	0	300	51
cSH	1235	1700	802
Volume to Capacity	0.01	0.19	0.34
Queue Length 95th (ft)	0	0	37
Control Delay (s)	4.8	0.0	11.7
Lane LOS	A		B
Approach Delay (s)	4.8	0.0	11.7
Approach LOS			B

Intersection Summary			
Average Delay		5.3	
Intersection Capacity Utilization		33.6%	ICU Level of Service
Analysis Period (min)		15	A



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩			↩	↩	
Volume (veh/h)	77	8	11	79	13	6
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)	84	9	12	86	14	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)						
pX, platoon unblocked						
vC, conflicting volume			92		198	88
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			92		198	88
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)			1502		785	970

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	92	98	21
Volume Left	0	12	14
Volume Right	9	0	7
cSH	1700	1502	835
Volume to Capacity	0.05	0.01	0.02
Queue Length 95th (ft)	0	1	2
Control Delay (s)	0.0	1.0	9.4
Lane LOS		A	A
Approach Delay (s)	0.0	1.0	9.4
Approach LOS			A

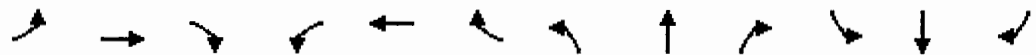
Intersection Summary			
Average Delay		1.4	
Intersection Capacity Utilization		21.4%	ICU Level of Service A
Analysis Period (min)		15	



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↕	↘	↙	↕
Volume (veh/h)	123	77	103	102	42	81
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)	134	84	112	111	46	88
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	347	167			223	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	347	167			223	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	79	90			97	
cM capacity (veh/h)	628	877			1346	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	217	223	134
Volume Left	134	0	46
Volume Right	84	111	0
cSH	705	1700	1346
Volume to Capacity	0.31	0.13	0.03
Queue Length 95th (ft)	33	0	3
Control Delay (s)	12.4	0.0	2.8
Lane LOS	B		A
Approach Delay (s)	12.4	0.0	2.8
Approach LOS	B		

Intersection Summary			
Average Delay		5.3	
Intersection Capacity Utilization		39.8%	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)	17	101	65	14	164	11	74	61	3	10	33	9
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)	18	110	71	15	178	12	80	66	3	11	36	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	190			180			424	403	145	433	432	184
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	190			180			424	403	145	433	432	184
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			84	87	100	98	93	99
cM capacity (veh/h)	1384			1395			495	523	902	471	504	858

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	199	205	150	57
Volume Left	18	15	80	11
Volume Right	71	12	3	10
cSH	1384	1395	512	535
Volume to Capacity	0.01	0.01	0.29	0.11
Queue Length 95th (ft)	1	1	30	9
Control Delay (s)	0.8	0.7	14.9	12.5
Lane LOS	A	A	B	B
Approach Delay (s)	0.8	0.7	14.9	12.5
Approach LOS			B	B

Intersection Summary			
Average Delay		5.3	
Intersection Capacity Utilization		35.0%	ICU Level of Service
Analysis Period (min)		15	A